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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

				O				E	O	E*	E		
		A.M.	A.M.	A.M.	A.M.	A.M.	Noon	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.	6.40	8.05	8.30	9.15	10.30	12.00	1.15	2.22	2.35	4.35	5.29	7.21
Yaumati	...Dep.	6.50	—	—	9.24	10.39	12.09	1.24	2.31	—	4.44	5.38	7.30
Shatin	...Dep.	7.02	—	—	9.36	10.51	12.21	1.36	2.43	—	4.56	5.51	7.42
Taipo	...Dep.	7.16	—	—	9.49	11.04	12.34	1.49	2.56	—	5.09	6.04	7.55
TaipoMarket	Dep.	7.21	—	—	9.53	11.08	12.38	1.53	3.00	—	5.13	6.08	7.59
Fanling	...Dep.	7.32	—	—	10.03	11.18	12.48	2.03	3.11	—	5.24	6.19	8.09
Sheungshui	..Dep.	7.36	—	9.07	10.07	11.22	12.52	2.07	3.15	3.13	5.28	6.23	8.13
Shumchun	...Arr.	7.42	8.45	9.13	10.13	11.28	12.58	2.13	3.21	3.17	5.34	6.29	8.19
Canton	..Arr.	—	12.20	—	5.20	—	—	—	—	—	—	—	—

		E						E	O	O			E*
		A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton	...Dep.	—	—	—	—	—	8.45	—	—	—	—	3.00	—
Shumchun	...Dep.	7.19	8.06	10.38	11.40	3.00	4.17	5.13	5.20	5.40	6.08	6.40	7.15
Sheungshui	..Dep.	7.26	8.13	10.45	11.47	3.07	4.24	5.20	5.27	5.47	6.15	—	7.20
Fanling	...Dep.	7.31	8.17	10.49	11.51	3.11	4.28	5.24	—	5.51	6.19	—	—
TaipoMarket	Dep.	7.41	8.27	10.59	12.02	3.21	4.38	5.34	—	6.01	6.29	—	—
Taipo	...Dep.	7.45	8.32	11.04	12.07	3.25	4.42	5.38	—	6.05	6.33	—	—
Shatin	...Dep.	7.58	8.45	11.17	12.21	3.38	4.56	5.51	—	6.18	6.46	—	—
Yaumati	...Dep.	8.12	8.57	11.29	12.33	3.50	5.08	6.03	—	6.30	6.58	—	—
Kowloon	...Arr.	8.20	9.05	11.37	12.41	3.58	5.16	6.11	6.04	6.38	7.06	7.20	7.56

SHA TAU KOK BRANCH.

			E	O		
			A.M.	A.M.	P.M.	P.M.	P.M.
Fanling	...	...	7.45	11.30	2.20	3.20	6.25
Shataukok	...	...	8.40	12.25	3.15	4.15	7.20

			E	O	E	O
			A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shataukok	...	...	6.30	10.15	1.05	2.05	5.00	5.15
Fanling	...	...	7.25	11.10	2.00	3.00	5.55	6.10

E=SUNDAYS AND PUBLIC HOLIDAYS EXCEPTED.
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G. A. WALKER, Manager.

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HONG KONG TO MACAO:	MACAO TO HONG KONG:
FRIDAY, 3RD JUNE.	
9.00 A.M. "SUI AN" (Excursion)	8.00 A.M. "SUI TAI"
2.00 P.M. "SUI TAI"	3.30 P.M. "SUI AN" (Excursion)
SATURDAY, 4TH JUNE.	
9.00 A.M. "SUI AN" (Excursion)	8.00 A.M. "SUI TAI"
2.00 P.M. "SUI TAI"	3.00 P.M. "SUI AN" (Excursion)
WHIT SUNDAY, 5TH JUNE.	
9.00 A.M. "SUI AN"	3.30 P.M. "SUI AN"
WHIT MONDAY, 6TH JUNE.	
9.00 A.M. "SUI AN" (Excursion)	8.00 A.M. "SUI TAI"
3.00 P.M. "SUI TAI"	3.30 P.M. "SUI AN" (Excursion)

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HANGCHOW TO-DAY.

OLD TIME PEACE AND PROSPERITY LACKING.

OMINOUS SHADOWS.

HANGCHOW, May 1st.

Hangchow is as interesting as ever. It was quite a pleasure to renew acquaintance with the West Lake and the surrounding hills so full of charm and glory. No wonder this famous beauty spot has earned for itself the designation of "Heaven below."

In a recent visit, the journey from Shanghai, by railway, was uneventful. The railway station at Hangchow presented a lively spectacle. Almost every available space was festooned with banners, wall pictures and war slogans of every description. A long streamer stretched across the platform carried the inscription—"Beat down the Wu-Han Government." Another bore the words—"Welcome the Nationalist Government now established in Nanking." Other pennants unfurl the fame of Chiang Kai Shek and make it known that —"He truly practises the Three Principles of the people."

Foreigners Not Over—Welcome.

After crossing the city the impression left upon ones mind is that there is something sadly lacking of the old time air of peace and prosperity. The foreigner is looked upon with no small degree of surprise and it is very apparent that he is not an over welcome guest, at least at this juncture. On the surface everything seems to be all right but on closer observation and judging from the conversation of the common people, present events cast an ominious shadow on every side.

The Propaganda Bureau are still at it and they are doing their piece of work in a masterly way. Coloured posters with catch-phrases attract the eye of the man in the street and groups of boys and men may be seen reading aloud the announcements of the day:—"Political power belongs to the people." "We demand absolute liberty for holding meetings: organizing societies: public speaking the freedom of writing and the freedom of the press." "We are oppressed by the Imperialists and the Militarists: let us arise quickly and link up with the National Revolutionary Party." "Down with the grasping officials." "Dig out the land grabbing gentry." "Women of all classes arise and combine together."

Mission Premises Still Occupied.

Christian schools, chapels and the homes of missionaries, are still occupied, in some quarters, by the military and Labour Unions. And this, notwithstanding the strongly worded proclamations of Generals Chiang Kai Shek, Ho Ying Yam and Bch Tsong Hsi, who have issued urgent orders that this procedure on the part of the troops will no longer be tolerated. "These are Imperialist premises," said an officer, in reply to my query how he dared to disobey the order set forth in the proclamation forbidding him to enter a certain missionary's home. Posters denouncing Christian activities are still given prominence—"Down with the Christian Church which drugs the minds of men." I saw one bill which called upon the people to "Beat down the Americans" and in smaller letters it advised the use of the Boxer method.

Maudlin Secretaries Of The Y.M.C.A.

Another denunciatory manifesto ran:—"Beat down and oppose the maudlin secretaries of the Y.M.C.A." After reading this arraignment I happened to pass the Headquarters of the "Y" and to my amazement found the place under guard. A notice in large letters on white cloth stretched across the gateway announcing that the premises were now "The offices of the Local Government."

A bystander told me that the Association secretaries had been ordered to quit and the buildings had been forcibly taken that day. It is said the Local Government had offered the "Y" $100 in order to rent other buildings for their work. Remonstrances against this high-handed behaviour fell upon listless ears.

Quite a number of institutions have been appropriated in this way. At the large hospital which was taken over a short time ago, two large scrolls adorn the main entrance and read:—"Down with Imperialism" and "Promulgate the spirit of the people."

(*Continued on next Column*).

INTO THE CHINESE QUAGMIRE.

MR. LLOYD GEORGE'S FEAR OF ENTANGLEMENT.

THE AWAKENING OF ASIA.

Mr. Lloyd George, speaking in Welsh, at Pwllheli, on the situation in China, said it had been unfortunate that no effective measures were taken to make good the agreement which we entered into with the other Powers at the Washington Conference five years ago to recognise the sovereignty and independence of China.

"The Conservative Government of 1923," he said, "failed to press the matter forward, and although Mr. MacDonald is very critical of others now it must not be forgotten that neither did he take any effective step to carry out the Washington recognition of Chinese integrity, sovereignty, and independence.

"Sir Austen Chamberlain did his best, and although he is a political opponent and member of a Government to which I am opposed, I am bound to recognise that he has acted with courage, and has done his best to carry out the Washington conditions. But it was too late. Three years ago even it might have been done, but China was torn by civil war and distractions of every kind, and it was almost impossible to effect any rational settlements.

"Friendship Of This Great People."

"We have sent 20,000 to 30,000 men to China. I was in favour of such an expedition being sent to protect the little British colony at Shanghai, but I do earnestly hope that we shall not go further into the quagmire. There is a real danger of that happening. China is one vast morass of conflicting interests and quarrels, and if we go further we shall find our feet entangled, and it will be very difficult to extricate ourselves without incalculable consequences.

"Our business is to secure the friendship of this great people. Even from a trading point of view, there are greater possibilities in China than in any other country in the world. As she becomes richer—before the present tumult she was increasing in wealth and resources through railways and machinery, as well as through the industry of her people—she becomes a better customer for British goods.

"There is a great awakening throughout Asia. We have seen the beginning of it in Japan. The dawn has now broken for China, perhaps reddening the sky, but full light of day will come. Peace will ultimately be restored, maybe after years of conflict. But what matters to us is that when that time comes we should find the 400,000,000 of people in China our friends and neighbours, and not bitter enemies."

Business Far From Promising.

In business circles the outlook is far from promising. Quite a number of shops, including large silk stores, have been obliged to close. Several banks have shut their doors and pawnshops have closed down. The Ho Ling silk factory, which gives work to some 2,000 odd hands, has also had to close besides many other factories. There is much dissension among the working classes. Masters are unable to carry on and apprentices are going off to join the army.

Six Millions For The Revolution.

Recently a conference was called by the Chamber of Commerce. The leading business people were invited to a feast after which the purpose of the gathering was explained. Steps were initiated to "borrow" $6,000,000 to help on the revolutionary movement against the North. Each invited guest had to sign a pledge of his share in the loan before he was allowed to leave. Almost every shopkeeper has some share in this burden.

General Li has arrived with his troops from Kiangsi and a great welcome ceremony had been arranged on the public recreation ground by the West Lake. Recruitting is going on apace these days and some very young boys are to be seen in the ranks.

The next great celebration is the commemoration service on May 30th. This event is being announced not only by poster but is woven in the small Turkish face cloths used by the people.—*North-China Daily News.*

DIARY OF EVENTS.

To-day.

Union of South Africa, 1910.
6th Annual general meeting H.K. Excavation, Pile Driving and Construction Co., Ltd., 2nd Floor, Powell's Building, 3 p.m.
4th Ordinary yearly meeting The Prince's Building and Land Co., Ltd., Prince's Building, 4 p.m.
Sanitary Board Meeting, 4.15 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
H.K.C.C. members meeting, Club Pavilion, 5.30 p.m.
Easma Club Epsom Derby Draw, 6.45 p.m.
Dinner Dansant and Exhibition Dancing at Cafe Restaurant Parisien.
Queen's Theatre: "The Loves of Pharaoh."
World Theatre: "Empty Hands."
Star Theatre: "Too Many Kisses."
Principal Mails:—Outward: San Francisco and Europe *viâ* Siberia (*Taiyo Maru*), 10 a.m.; Europe *viâ* Marseilles, etc. (*Arcucas*), 10.30 a.m.

Wednesday.

Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.
Dinner Dansant and Exhibition Dancing at the Cafe Restaurant Parisien.
Queen's Theatre: "The Loves of Pharaoh."
World Theatre: "Empty Hands."
Star Theatre: "Too Many Kisses."
Principal Mails:—Inward: Europe *viâ* Siberia (*Gleniberg*). Outward: Canada, America, etc., Europe *viâ* Siberia (*Empress of Canada*), 10 a.m.

Thursday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Theosophical Society Lecture, 6 p.m.
H.M.S. *Tiatania* Dance, Helena May Institute.
Dinner Dansant and Exhibition Dancing at Cafe Restaurant Parisien.
Queen's Theatre: "Pretty Ladies."
World Theatre: "Three Live Ghosts."
Star Theatre: "The Top of the World."

Friday.

King George V. born 1865.
King's Birthday Parade, Happy Valley, 9 a.m.
Golf: Whitsuntide Meeting, Fanling.
Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.
Dinner Dansant and Exhibition Dancing at Cafe Restaurant Parisien.
King's Birthday Reception by H.E. the Governor and Lady Clementi, Government House, 9.30 p.m.
Queen's Theatre: "Pretty Ladies."
World Theatre: "Three Live Ghosts."
Star Theatre: "The Top of the World."
Principal Mails:—Outward: Australia and New Zealand, etc. (*Tanda*), 9.30 a.m.

Saturday.

Hong Kong Jockey Club 4th Extra Race Meeting, Happy Valley (first day).
Golf: Whitsuntide Meeting, Fanling.
Lawn Bowls League:—(Details in Saturday's issue).
Lawn Tennis:—"A" Division: University *v.* H.K.C.C.; C.R.C. *v.* U.S.R.C.; I.R.C. *v.* M.B.K. "B" Division: H.K.C.C. *v.* Nippon Club; M.B.K. *v.* C.C.C.; R.E.s. *v.* C.R.C.; U.S.R.C. *v.* I.R.C.; Recreio *v.* University; K.C.C. *v.* S.C.A.A. "C" Division: C.C.C. *v.* H.K.C.C.; S.C.A.A. *v.* R.A.O.C.; Nippon Club *v.* Recreio; Netherlands T.C. *v.* K.B.S.F.P.A.; K.C.C. *v.* Taikoo R.C.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Dinner Dansant and Exhibition Dancing at Cafe Restaurant Parisien.
Queen's Theatre: "Pretty Ladies."
World Theatre: "Three Live Ghosts."
Star Theatre: "The Top of the World."
Principal Mails:—Inward: Europe *viâ* Negapatam (*Sui Sang*). Outward: Europe *viâ* Siberia (*Shantung*), 9 a.m.

Sunday.

Whitsun Day.
Golf: Whitsuntide Meeting, Fanling.

Monday.

Whit-Monday and Bank Holiday.
Hong Kong Jockey Club 4th Extra Race Meeting, Happy Valley (second day).
Golf: Whitsuntide Meeting, Fanling.
Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel, and Cafe Parisien, 4.30 p.m.

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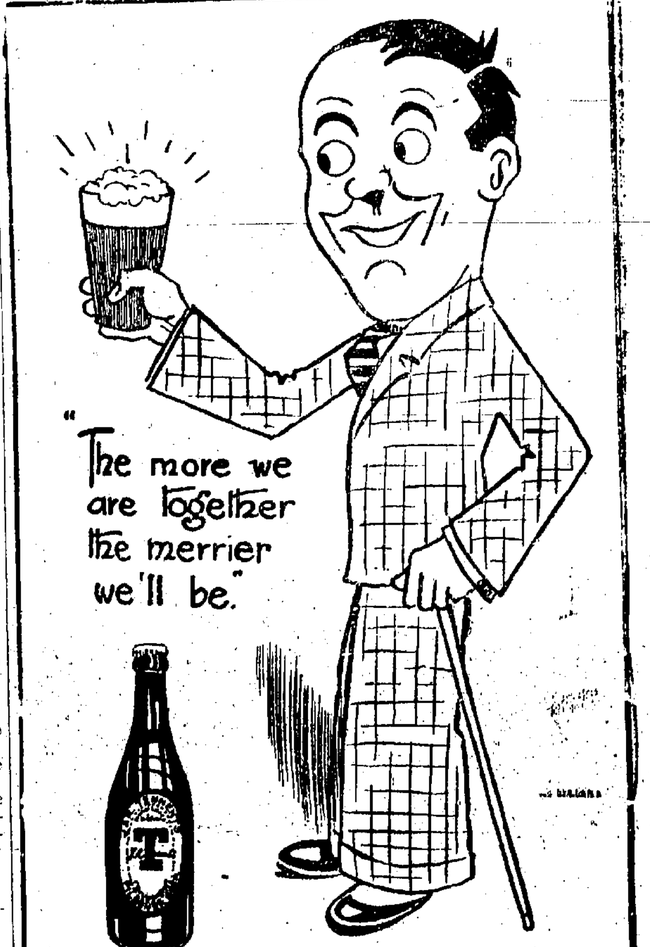

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THE THIRTY-THREE OBJECTS OF CHIANG KAI SHEK.

DR. SUN YAT SEN'S THREE PRINCIPLES AND THE NATIONALIST LEADER.

THE FIGHT AGAINST "IMPERIALISM AND MILITARISM."

We have received, says the *North China Daily News*, from a correspondent the following translation of a document issued by General Chiang Kai Shek, showing 33 objects he has in view in carrying out the principles of Dr. Sun Yat Sen:—

China is very backward because of Imperialism. Imperialism is preventing China's economic development, bleeding her to death, to fatten its own capitalists, and further, to control her economic destiny. By economic, political educational, and other methods, it is cutting off our territory, opening ports, controlling customs, forcing the acceptance of unequal treaties, the carrying away of China's products, forcing delivery of raw materials at minor prices, reducing our country to a mere market place of the Imperialists. Imperialism is using our militarists to create confusion, and to destroy development of industries in China. This is done to further protect their own special powers. The militarists succeed to the ideas of the ancient monarchists, and join with Imperialists in sacrificing the interests of the people and the industry of the nations.

Now in recent decades Yuan Shih Kai tried to be Emperor and Chang Hsun tried to restore the Emperor. Feng Kuo Chang and Hsu Shi Chang tried to destroy the Constitution and Tsao Kun and Wu Pei Fu usurped positions and robbed the country. These all have trodden down the people so that China has become almost a feudal fief.

The purpose of the revolutionists is to break down Imperialism and militarism and to create a free and independent nation, in order to protect the interests of the State and of the people. This has been the life idea of my Master (Sun Wen). Therefore our party has held the First and Second National Assembly and so the Government and I myself make this declaration.

Clean Sweep Of Anti-Revolutionaries.

Imperialism and militarism help each other, hence if we want to accomplish our work we must break down these. To do this we must unite the efforts of all the people to sweep away the militarists of the country and the influence of the Powers that oppose the revolution. When my Master was about to die he urged that we should go to fight with the North. The aim of his declaration is not only to put down Tsao and Wu but also to make once for all a clean sweep of all anti-Revolutionists, so that there might be no successions; not only to break down the militarists but also to strike down the Imperialism on which the militarists rely. This must be done to root out all anti-Revolutionists for ever, that China may come out of her feudalism and become a free and self-governing nation.

Also in my Master's declaration it is plainly said that after our victory we must use the power of the Revolutionary Government to sweep away all powers and influence of the anti-Revolutionists, to set free the people and to seek self-control, as regards foreigners, by abolishing all unequal treaties, and the bringing about of mutual self-respect, thus to sweep away all Imperialism in China that she may be elevated to a position of international equality.

The following are the concrete principles that are necessary and which must be realized:

Concerning The Country.

After the war is quite settled, I wish to accomplish the purposes of my Master.

1. To call a preparatory National Assembly of citizens, through which a true National Assembly of citizens may be called to solve the problem of the country, and to establish a unified National Government.

2. With regard to foreign countries, to abolish the unequal treaties, to revise or make equal treaties mutually honouring each others' sovereignty.

3. To evacuate all the foreign soldiers and warships which are domiciled in the interior of China.

4. To cancel consular jurisdiction.

5. To take back the Concessions.

6. To take back Customs autonomy.

7. To standardize the church schools, and to take back the rights of education.

8. To see that all foreign nations, unless having secured the permission of the Government of China, are not allowed freely to purchase and maintain any property or to institute any bank or to issue banknotes.

Concerning The People.

9. To organize a clean and pure Government, and drive away covetous officials and foul magistrates, and clear out all accumulated corruptions of the former Government.

10. To confirm definitely the complete freedom of the people, as regards public assembly, organizing societies, and freedom of speech, of free press, and free residence and religion.

11. To unify the national finance, and to sweep away the corruption of *likin*.

12. To abolish the surtaxes on agricultural land, to discontinue the collecting of the revenue in advance, to do away with all miscellaneous extortions, and to prohibit the assessing of military deficits on the poor people.

13. To remit all the revenue of debts in the famine areas, and place limits on rates of interest.

14. To prohibit the planting, transporting and smoking of opium.

15. Strictly urge co-operation between the armies and people, and to forbid billeting of soldiers by force upon the people or in the schools.

Development Of Resources.

16. To develop the public natural sources of raw products, both national and provincial, and to develop industry.

17. The Government must find some means to grant certain amounts of money to relieve the people from flood, drought, catastrophe and famine, and keep low the price of rice, and to confiscate the property of rebels and enemies for relief.

18. To uphold and strengthen the organization of the bodies and their development of workers, farmers, merchants, and students, and by force to do away with all obstacles to their political rights.

19. All the Provinces, having settled their military problems, may immediately give orders, according to my Master's principles for the founding of the nation, to establish local self-control, to carry out the election by the people of Provincial Civil Governors, the Magistrates, and Village Self-Controlling Bodies, and to arrange for the calling of town meetings, district meetings and the Provincial Assemblies in order to change and improve the political condition of each town, district and province.

Agricultural Land Tenure.

20. To change and improve the system of tenure of agricultural land, and to determine by law the maximum limit of tax and rent, in order to improve the living conditions of the farmers.

21. To establish laws for labourers, and manufacturers, and the rules of the labour unions, to determine the minimum wages of labourers, and prohibit the cruel treatment by both foreign and Chinese employers and factory foremen; and to improve the sanitation of factories, and especially protect the children and women workers.

22. Definitely fix educational expenses and disallow anybody to take or borrow school funds for any purpose; and to increase the salaries of the teachers of the primary schools, and decrease the tuition fees of students.

23. Improve the living conditions of soldiers, to provide for better education of the soldiers, and to confiscate the property of rebellious opponents to be used in part for the old, impotent, and maimed soldiers.

24. Definitely fix and increase the salaries of the sub-officers of the National Executive and Educational bodies and recognize their organizations.

Equality Between The Sexes.

25. To urge equality between man and woman and to enfranchise woman and establish her right to hold office and all other legal rights on an equality with those of men.

26. To make a through census.

27. To make accurate survey of agricultural land.

28. To organize local militia in every village or country for self-protection.

29. To build highways in every district.

30. To repair and deepen the rivers.

31. To carry out reforestation.

32. To improve the system of currency and prohibit the excessive issuing of banknotes.

33. To give Government aid to co-operative societies among the common people in order to provide for co-operation as between producers and consumers.

Revolutionary Duty.

Of the above objects, all possible should be at once put into practice,

(*Continued on next Column*).

and of the remainder I (just and upright) and my fathers and brethren pledge ourselves to the utmost for their accomplishment. To all our people (fathers and brethern) I state that the Revolution is for the benefit of both the country and the people, and it is truly of the people themselves. The people are the foundation of the revolution. The goal of the revolution is to strike down Imperialism. To do this we must have the support of all the people. Now the gathering together of the Armies at Wuchang is to break down Imperialism. To strike down Wu Pei Fu and a few other militarists cannot be regarded as the sole end of the Revolution. Hence, fathers and brethern,

(*Continued at foot of next column.*)

quickly come together under the "Blue Sky and White Sun" (the revolutionary flag) and give yourselves to this cause, for your own great benefit, to the organization of revolutionary bodies, for the strengthening and establishment of the army and of the Kuomintang Government. Also all these people who are not yet under the sway of the Kuomintang army should secretly organize and promote the work of Revolution. Do not sit still, but accomplish your revolutionary duty.

PROVISIONAL JUDGE HSU'S INDISPOSITION.

IS CAPT. JAO RESPONSIBLE?

A SHANGHAI SIDE LIGHT.

SHANGHAI, May 25th.

Judge Hsu Mo, of the Privisional Court is indisposed.

His indisposition is remarkably sudden.

Yesterday, says the *Shanghai Mercury*, the Judge presided as usual over Court Five, and had to deal with eight alleged Communists arrested by the military authorities on the s.s. *Whanpu* on the river. These gentlemen put up a strong objection to being turned over to the military authorities, and, in one case, a satisfactory bond being forthcoming, one of the accused was released.

Came one Captain Jao, martial and no nonesense, to receive the eight prisoners, and hale them away to the Military Yamen. Only seven were forthcoming.

Where was the eighth?

"Released," said Judge Hsu.

"What do you mean by it?" queried the militant Jao—and a lot more.

Result, Judge Hsu Mo is indisposed. He has applied for leave on account of illness.

There appears to be no truth in the rumour that the militant Jao had the judge removed from his own chambers to explain to the Military Court how he, a mere civil judge, dared to release a prisoner taken by the Military.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

MAY 30TH, 1927.

H.K. Bank	$1,070 buy.
Do., London	£117 nom.
Chartered Bank	£20 nom.
Mercantile Bank, A. & B.	£30½ nom.
Do., O.	£13½ nom.
P. & O. Bank	£9 buy., 9½ sel.
East Asia Bank	$68 nom.
Canton Insurance	$620 nom.
China Underwriters	$0.80 nom.
North China Ins.	Tls. 143 buy.
Union Insurance	$278 buy. & sa., 280 sel.
Yangtsze Insurance	M. $38 nom.
China Fire Insurance	$200 buy.
Hong Kong Fire Ins.	$600 nom.
Douglases	$31 sa.
Steamboats	$22½ buy.
Hong Kong Tugs	$1.10 nom.
Indo-Chinas (Pref.)	$30 nom.
Do. (Def.)	$65 sel.
Shell Transports	98/- nom.
Star Ferries	$54 nom.
Watertboats	$14½ buy.
China Sugars	15 sel.
Malabon Sugars	$61 nom.
Benguets	$1.70 buy.
Kailan Mining Ad.	38/- buy.
Langkats (combined)	Tls. 19½ buy.
Do. (single)	Tls. 9½ buy.
S'hai. Explorations	Tls. 4 buy.
Shanghai Loans	Tls. 6½ buy.
Raubs	$4 nom.
Tronoh Mines	21/- nom.
Ural Caspians	8/- nom.
H.K. & K. Wharfs	$103 nom.
H.K. & W. Docks	$38 nom.
Hongkews	Tls. 140 buy.
New Engineerings	Tls. 5 buy.
Shanghai Docks	Tls. 106 buy.
H.K. & S. Hotels	$6.90 sel.
H.K. Lands	$54 sel., 53 sa.
Hong Kong Realtys	$6 sel.
H.K. Territorials	$1½ nom.
Humphreys Estates	$12½ nom.
Prince's Buildings	$59 nom.
Rural Lands	$1½ nom.
Ewo Cottons	Tls. 7 70 buy.
Orientals	Tls. 2.10 nom.
Shanghai Cotton (old)	Tls. 51 x. div. buy.
Do. (new)	Tls. 26 x. div. buy.
China Buses	Tls. 7 buy.
H.K. Tramways	$21 sel.
Peak Trams (old)	$15 nom.
Do. (new)	$8 nom.
Singapore Tractions	10/6 nom.
Taxis	$1 nom.
Amusements	$20½ buy.
Canton Ices	$5 nom.
Cements (combined)	$7.30 nom.
Do. (old)	$6½ buy.
Do. (new)	$1 sel.
China Lights (comb.)	$14.20 buy.
Do. (old)	$10½ buy.
Do. (new)	$7½ buy
China Providents	$4.30 buy.
Constructions	$2.30 nom.
Dairy Farms	$15½ buy.
Der A Wings	$6 nom.
H.K. Electrics	$55½ buy.
Macao Electrics	$35 buy.
H.K. Ropes (old)	$10 nom.
Do. (new)	$5 nom.
Lane Crawfords	$7 sel.
Mackintoshs	$19½ nom.
Sinceres	$3½ nom.
United Asbestos	$20 nom.
Watsons (old)	$11 nom.
Wm. Powells	$6 nom.
Telephones	$3.70 nom.

buy.—buyers; sel.—sellers; sa—sales nom.—nominal.

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	"PATROCLUS" 11,316 tons.	"ANTENOR" 11,174 tons.	"HECTOR" 11,198 tons.
Leave Hong Kong	June 23rd	July 21st	Aug. 25th
Arrive Shanghai	" 26th	" 24th	" 28th
Leave Shanghai	" 29th	" 27th	" 31st
Arrive Tsingtao	July 1st	" 29th	Sept. 2nd
Leave Tsingtao	" 1st	" 29th	" 2nd
Arrive Weihaiwei	" 2nd	" 30th	" 3rd
Leave Weihaiwei	" 2nd	" 30th	" 3rd
Arrive Taku Bar (for Tientsin & Peking)	" 3rd	" 31st	" 4th
Leave Taku Bar	" 6th	Aug. 4th	" 8th
Arrive Chingwangtao	" 7th	—	—
Leave Chingwangtao	" 7th	—	—
Arrive Dairen	" 8th	" 4th	" 9th
Leave Dairen	" 12th	" 9th	" 18th
Arrive Taku Bar	—	—	" 19th
Leave Taku Bar	—	—	" 20th
Arrive Weihaiwei	July 13th	Aug. 10th	" 21st
Leave Weihaiwei	" 13th	" 10th	" 21st
Arrive Tsingtao	" 14th	" 11th	" 22nd
Leave Tsingtao	" 15th	" 12th	" 23rd
Arrive Shanghai	" 17th	" 14th	" 25th
Leave Shanghai	" 23rd	" 20th	Oct. 1st
Arrive Hong Kong	" 26th	" 23rd	" 4th

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[8

EXCHANGE.

CLOSING QUOTATIONS.

May 30th, 1927.

ON LONDON.—	
Telegraphic Transfer	2/-
Bank Bills, on demand	2/0 1/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/0½
Credits, at 4 months' sight	2/1 1/16
Documentary Bills, 4 months' sight	2/1 3 16
ON PARIS.—	
Bank Bills, on demand	1,240
Credits, 4 months' sight	1,315
ON NEW YORK.—	
Bank Bills, on demand	49⅞
Credits, at 60 days' sight	50⅛
ON BOMBAY.—	
Telegraphic Transfer / Bank Bills, on demand	134
ON CALCUTTA.—	
Telegraphic Transfer / Bank Bills, on demand	134
ON SHANGHAI.—	
Bank Bills, at sight / Private, 30 days' sight	nom
ON YOKOHAMA.—On demand	104¼
ON MANILA.—On demand	98
ON SINGAPORE.—On demand	86½
ON BATAVIA.—On demand	121¼
ON HAIPHONG.—On demand	nom.
ON SAIGON.—On demand	—
ON BANGKOK.—On demand	98¼
SOVEREIGN, Bank's Buying rate	$9.65
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	26⅜

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[BRITISH WIRELESS SERVICE.]

RUGBY, May 29th.

Paris	124
Brussels	34.96
Amsterdam	12.13.3/16
Berlin	20.50
Copenhagen	18.18½
Vienna	34.51
Helsingfors	192.90
New York	4.85.25/32
Geneva	25.24½
Milan	88.85
Stockholm	18.15
Oslo	18.78
Prague	163.15/16

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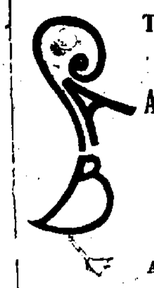

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[A.P.B.]

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SOCONY GASOLINE

UNWISE SYMPATHY FOR CHINA.

AN AMERICAN MISSIONARY GIVES SOME COLD FACTS.

ENCOURAGING NATIONAL CORRUPTION AND DISHONESTY.

The American public is being gulled with a great deal of sentimental stuff about the China situation both from their own politicians, and "inspired" sources. It is therefore good to know that they do occasionally get a cold douche of the truth. An American missionary writes thus from Haichow in the *Christian Observer*, one of the most influential religious papers in America.

It may seem questionable to some for a missionary writing to a religious newspaper to devote so much space to discussion of what are ordinarily called political questions. But it is a plain fact that public opinion in America is very largely based upon and influenced by missionary information. Government action follows public opinion, and in China we are very keenly affected by the policy of our Government towards China's Government. Hence it is not only natural but right and wise that we should have something to do with the making of the bed on which we have to lie.

A year or two ago it became the fashion of those who ought to have known better, to endeavour to persuade those who had no opportunity of finding out any better, that China's pitiful conditions was largely the result of the chains imposed upon her by dominating foreign governments. "Release the grip of foreign greed and let China rise in her might," was a general form of slogan, but had you noticed that you have seen very little of such talk of late?

Suffering From An Overdose.

It is respectfully submitted that China is suffering from an overdose of misdirected sympathy. Half-truths are the most dangerous statements with which any one has to deal, and many well-meaning agitators have been brought to grief thereby. It is a fact that some of China's revenues are under foreign control, and that simple fact has been heralded far and wide as an unwarranted intermeddling with China's internal affairs, denying her the right to be mistress in her own house. It is in this form an unanswerable charge against foreign governments, but there is another side to which scant attention has been paid *viz.*, how did this condition come about?

The writer is especially familiar with one of the last big loans contracted by the Chinese government and asks the patience of his readers in listening to its details:

In 1912 the newly established "Republic" was desperately in need of funds. The Chinese people would not take up its loans, and when foreigners were approached they asked the fair question as to how the Chinese Government expected to pay interest and eventually the principal of any loan, as all their revenue was already far too small for running expenses. After much consultation the Chinese government freely and frankly agreed that the income from the salt tax was to be turned over to foreigners as a first obligation on a loan of about $125,000,000. The salt tax had been confessedly the most notorious in all China for its graft and thieving, the government receiving finally only a small portion of what was actually paid by the ultimate consumer. The foreigners were to undertake a complete reorganization of the salt service and endeavour to place it upon a sound and honest basis. And it is fair to say that no Chinese living believed it could be done.

Moral And Business Aspects.

The moral aspect of attempting to abrogate this loan and its conditions might safely be left to the kindergarten class in Sing Sing. As a business proposition, imagine what an American business firm would think of a chance to borrow at five per cent. and clean up thirty-five million dollars a year after all obligations had been met! I am sure he would not object even if he had to have Chinese, Turkish, Eskimo or Patagonian inspectors!

In a similar way the Maritime Customs is mortgaged for foreign loans and has been for several decades the sheet anchor of Chinese finance. The loans have been based upon an agreed rate of duty, and it is no more than common honesty that consent of the loaning parties be gained before these rates are arbitrarily advanced and trade stifled. So much for the ristorical foundation.

Under the incessant clamor from the noisy portion of the Chinese (who were living largely under foreign protection in the ports) and the pressure of a sympathetic public the various foreign governments sent out delegates over a year ago to confer with the Chinese government over ageneral revision of the whole customs question. The American delegate, Mr. Strawn, was most liberally disposed towards China, and it is hardly too much to say that he was willing to grant anything that China asked.

A Fresh War For New Revenue.

Now if I were writing a sentimental novel I would love to record here that the Chinese people were deeply moved by this friendly gesture and rose to the situation. But facts are facts, sad as they may be. Tossing a hunk of raw meat into a pack of hungry dogs will certainly not result in improveing their personal amities, but will eventuate in a free-for-all scrap. Immediately it was seen that there was to be a new source of revenue, a fresh war started for possession of the treasure chest into which it was to be poured. The foreign delegates actually had great difficulty in getting to Peking through the lines of contending armies.

The Canton Tariffs.

The success of the Canton advance into Central China put a new aspect on the situation. With no little reason they declared that they were independent and had had no part in the Peking Conference; therefore they proposed to enforce a raise of tariffs without asking any one. Britain took the lead in advocating that in spite of the failure of the tariff conference the proposed grant of two and one-half per cent. on commodities and five per cent. on luxuries be granted anyhow, but they are met now with what will seem a strange attitude on the part of Canton. That government has cabled America vigorously protesting against the raise on the ground that the major part of it will go to their enemies who will thus be enriched and enabled to fight all the longer!

Bitten!

The utterances of two presidents of foreign colleges deserve attention. One of these, at home on furlough, wrote a most laudatory article concerning the hope of China as expressed by the successes of the Canton armies. The other left China with a declared purpose of proclaiming to the American public that no fears about Bolshevism should be entertained for China. Their utterances had hardly more than been published when their own schools were compelled to close down because of the agitators that followed in the wake of the Canton Army.

The Ones First To Be Hurt.

It is one of those strange and perverse facts that the very people who have done most to awaken sympathy for China are the ones that are first hurt. The schools are recognized, even in a larger part of North China, as openly sympathetic with the Canton government, but they are the first branch of mission work to be attacked. Hospitals that are open to every sufferer, be he northern or southern soldier, beggar, or even wounded robber, have in many instances been forced to close.

It will require an apologist of agile mentality to explain away these disturbances. If the Cantonese are really fighting for liberty and freedom of speech, life and conduct, why the fierce attacks on Christianity?

What Advice Can Be Given?

When it comes to advising or suggesting what America can do for China we are at the end of our wits. Whatever we do will be resented by one side or the other, for it is impossible to please two parties whose demands are diametrically opposite. Failure to do anything at all will be equally bad.

Certainly it is a time to pray for the "wisdom that is from above, first pure, then peaceable, gentle, easy to be entreated, full of mercy and good fruits, without partiality."

At the opening of 1927, China's condition is worse than at any time since 1900, when the Boxer madness swept over the country. But while foreigners are threatened, it is the great bulk of the Chinese people who have no interest whatever in the outcome of the conflict that are suffering untold horrors. To this inarticulate mass in their silent sufferings there cannot be too much sympathy given.—*North China Daily News.*

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Read what the Papers have said:

"A tremendous motion picture spectacle, an exciting picture of battles and sweeping masses of men, an imposing architectural composition and a humanly personal story of kings and slaves of ancient Egypt"—*New York Times.*

"With its gigantic mass effects, its stupendous architectural backgrounds, its rushing mob scenes, the humanness of the story itself and of the characters who move through it to measures of love, hate, revenge and petty tyranny, is never lost"—*New York Morning Telegraph.*

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IN "TOO MANY KISSES"
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A NEW DIX PICTURE.

SHOWING AT THE STAR.

"Too Many Kisses," a Paramount picture starring Richard Dix, opens to-day at the Star Theatre.

Paul Sloane directed the production, which features Frances Howard as the star. The story is an adaptation of "A Maker of Gestures," by John Monk Saunders and tells of the adventures of a young American who is sent to the Basque country in the Pyrenees to keep him away from women and out of law-suits that are causing his father no end of worry.

In running away from women in general, he runs right into the most beautiful girl he has ever seen.

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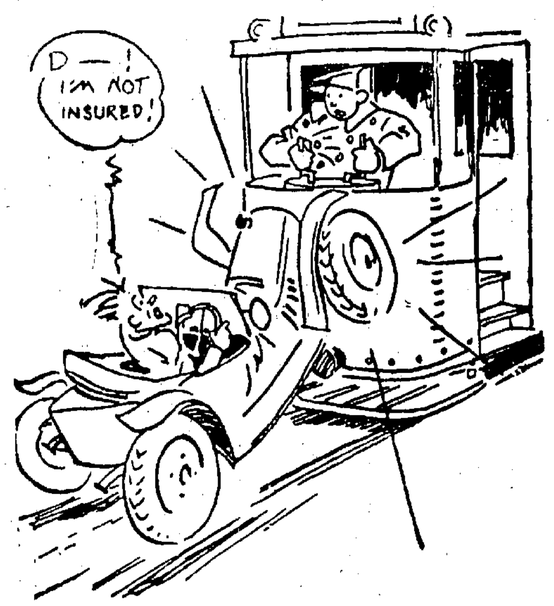

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INTERPRETING CHINA TO WEST.

HONG KONG UNIVERSITY PLANS.

CHINESE LANGUAGE SCHOOL STARTED.

PLEA FOR FINANCIAL SUPPORT.

The Vice-Chancellor of the University, Mr. W. W. Hornell has issued a small pamphlet setting forth, in English and in Chinese, the position and future ambitions as regards the study of Chinese at that Institution. The Faculty of Arts includes five groups of studies and Chinese now counts as a full subject in the Letters and Philosophy group of the Arts Faculty.

The ultimate aim is to create a Chinese Department or school, which will develop into a Chinese Faculty, and to make the University a great training ground in Chinese lore and literature especially for Chinese whose work lies in the West and for Westerners who have come to the Far East.

In the course of his pamphlet Mr. Hornell says:

Chinese A "Full Subject" In Philosophy Group.

Section 13 of the University Ordinance requires that in the Arts Faculty provision shall be made for the study of the Chinese language and literature, but for the last four years Chinese did not appear anywhere in the curriculum of the Arts Faculty, except as a subject in the first and second year course of Group 1, and in the first two years of one of the Teachers' Courses but, as stated above, Chinese now counts as a full subject in the Letters and Philosophy Group of the Arts Faculty curriculum. Arrangements have also been made to enable students to make a more intensive study of Chinese. The present staff includes Dr. Lai Chi Hsi and Dr. Au Tai Tin, as whole time Readers of Chinese, Mr. Lum Tung as translation master, and a Librarian. Mr. H. R. Wells has kindly given his services to the University for the current year and is acting as general adviser. The Chinese section of the University Library has already received many additions, and it is hoped that the friends of the University will come forward with further gifts for the Chinese Library. A lecture room in the University has been set aside as a Chinese Library and Reading Room. Members of the public who are interested are cordially invited to come and see this room and to inspect the library.

These developments have been rendered possible by the generosity of Mr. Chang Wing and Mr. Liew Weng Chee, both of Kuala Lumpur, and the Executors of the Estate of the late Mr. Tye Kee Yoon of Penang. Students are now taking these advanced courses.

A University Chinese Language School has also been started. The two Colonial cadets, lately appointed to Hong Kong, are already starting to learn Cantonese in this school.

The University authorities are negotiating with the Hong Kong General Chamber of Commerce, with a view to arranging instruction at hours convenient for those working in offices who wish to acquire some facility in Cantonese.

The generally accepted method of learning Chinese is for each student to have a private personal teacher. This arrangement will continue, but there will also be class instruction. It is hoped to give a real introduction to the study of the Chinese language and that students will learn the value of ancient Chinese literature, and also get an insight into modern literary style and methods.

The Language School aims not merely at giving instruction in Chinese and training teachers, but also at investigating the best method of teaching Chinese to foreigners and at the production of suitable text books.

Comparative Study of Chinese And Roman Law.

But the University has a much more far reaching scheme for the advancement of Chinese studies. It aims at creating a strong Chinese Department or School which may in time develop into a Chinese Faculty. This School will teach the Chinese Classics but it will also aspire to a comparative study of Chinese and Western law, history, philosophy, literature and art. The University has already a scheme for the comparative study of Chinese and Roman Law, but the University cannot proceed with this scheme for want of funds. Finally the University has in view a Chinese language department of the Chinese School which, in addition to teaching Chinese to those to whom Chinese is not a mother tongue may assist in the evolution of the Chinese language, especially

(Continued on next Column).

as a medium of intercourse which shall be intelligible to all educated Chinese.

All these schemes aim at giving the Chinese an opportunity for an intensive and comparative study of their own history and culture. The days are past when any great country can live isolated from the rest of the world. The University dreams of training men and women who will be qualified to play a great part in the China of the future—scholars, capable of interpreting the West to China and China to the West.

"A Building Of Chinese Type."

There remains the necessity of money. To establish and endow a Chinese School the University will require about $1,500,000 (Hong Kong). The University also wants a building in which to house the Chinese School and it is thought that the building should be of Chinese type, a building which would also provide a Museum for Chinese articles, a Chinese Library and a Chinese Art Gallery. The cost would be at least $300,000 (Hong Kong) but it could be so designed as to allow of its being constructed as funds were forthcoming. The capital required to equip the Chinese School Building, etc., probably be $500,000 (Hong Kong). This brings the estimated cost of starting the Chinese School up to $2,300,000 (Hong Kong).

It is believed that Chinese philanthropists in Hong Kong and elsewhere will realise the honour which the University is now paying to their literature, civilisation, national life and patriotism, and will do their utmost to help the University.

The funds in hand are barely sufficient to carry on to the end of 1928 the Chinese work which is now being attempted. If funds be not forthcoming, this work will be seriously crippled, if not absolutely terminated.

TYPHOON AT MANILA.

SHIPPING DELAYED AND DAMAGED.

WIRES BLOWN DOWN IN 13 PROVINCES.

MANILA, May 26th.

Two navy seaplanes anchored near the Army and Navy Club went ashore at 12.30 a.m. to-day during the typhoon, says last Thursday's *Manila Times*. One is almost a total wreck, the engine having been lost. Attempts to find it this morning were unsuccessful.

The other plane was injured, though to a less extent.

Heavy winds in the China sea delayed both the *President Harrison* and *President Madison*, due here this morning from Hong Kong. The *Harrison* docked about noon, however, and the *Madison* sometime later.

The steamship *Taiwan*, Compania General de Tabacos de Filipinas, agents, while anchoring at the west end of Pier 7 last night, was driven by the wind against the pier, damaging several wooden piles. She missed the steamship *Fulda*, moored at Pier 7, by a few yards.

A report that a casco foundered in the bay last night due to the storm could not be verified from Customs authorities.

A navy motor-sailer is said to have been wrecked also.

Wires Down In Thirteen Provinces.

Thirteen provinces and 15 towns in northern and central Luzon are isolated from the rest of the archipelago due to defects on telegraph lines caused by the typhoon, it was learned from the Bureau of Posts.

Work on the Carmen bridge, the largest span in the Philippines now under construction in Pangasinan, was stopped due to the typhoon, according to the Bureau of Public Works. So far no damage to public works has been reported.

The city suffered damages amounting to P.2,000 when the roof of the crematory and boiler at Palomar park was blown away by the typhoon. Last night many parts of the city and suburbs were in total darkness, electric wires having been blown down.

The typhoon was situated this morning over northern Luzon in the Mountain Province, Abra and the Ilocos. It probably passed into the China sea early this afternoon. The Weather Bureau described its movement as west-north-west.

Rainfall in Manila for the 24 hours ending at 10 o'clock this morning amounted to 89.9 millimeters. There was probably greater rainfall in the provinces through which the typhoon passed.

GUARANTOR OR DEBTOR?

ACTION BY KWONG TSUI BANK.

INTEREST 3 PER CENT. PER MONTH?

At the Summary Court yesterday, before the acting Puisne Judge (Mr. P. Jacks) a claim under a Chinese borrowing note for $1,000 was heard.

The plaintiffs were the Kwong Tsui Bank, 67, Wing Lok Street, and the defendants were the Wing Tai Shing Kee Firm, 52, Graham Street, and Tang Ling, the manager.

Part of the defence was that the defendant was the guarantor and not the debtor.

The principal and interest from the date of the note, August 15th, 1923, was claimed to be $3,740, of which amount $1,300 had been repaid. Of the balance of $2,440, the plaintiffs waived $1,440 to bring the claim within the jurisdiction of the Court.

Mr. Gordon Leask was for the plaintiffs and Mr. G. R. Haywood for defendants.

Guarantor Who Died.

The plaintiffs' account was that through the agency of a building contractor the defendant borrowed $2,000 from the bank and agreed to pay 3 per cent. per month interest. The note which was signed, made mention of two pile-driving machines as security but owing to these being on hire they could not be put up, so a guarantor named Tam Yu Tin was found. Tam, however, died this year.

In cross-examination by Mr. Haywood, the building contractor denied that he was told the money was required for the Mee Lee San factory, Kennedy Town. The negotiation was put through by Tam who guaranteed the loan. He denied that the money was handed to Tam. Witness also denied that Tam showed him some machines, and told the foki in charge that they had been mortgaged and were to be taken away. He also denied removing the machines the following day.

The defendant, Tang Ling, gave evidence to the effect that both he and Tam were partners of the Mee Lee San firm, and that Tam borrowed the money.

Machines That Have Disappeared.

When reminded that he had signed the note as the borrower, defendant said he thought he had better do so, because the machines offered for security belonged to him and not to Tam.

A foki was called who spoke of the machines being taken away, and added that he had not seen them since.

Mr. Haywood submitted that the borrowing note came within the meaning of the definition of a Bill of Sale, and because the necessary stipulations had not been complied with no money could be recovered under it.

His Lordship adjourned the case until June 9th, for argument as to law and fact.

CLOGS AND BAMBOO.

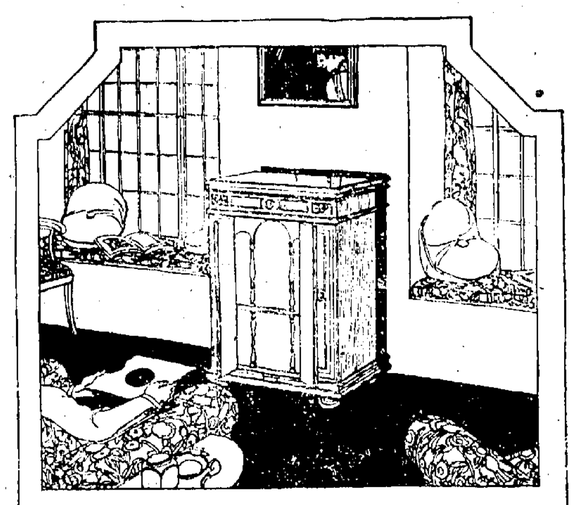
FRACAS BETWEEN TWO WOMEN.

Seated on a chair at the Central Magistracy, a Chinese woman yesterday told the Magistrate, Mr. E. W. Hamilton, how she had been assaulted by another woman.

From her story, it appeared that she owed 4 months' rental to the defendant. However, the climax to their mutual animosity came one morning when she went up to defendant's flat to draw some water, and in doing so, she accidentally spilled some over the already hostile creditor. Without much ado, the defendant was alleged to have struck her with a wooden clog and then over her head with a bamboo.

The defendant made a vigorous denial, but the Magistrate said that it was quite obvious that the defendant had struck the complainant but the latter was not so badly hurt as she tried to make the Court believed. "It is all put up for my benefit," said Mr. Hamilton. "However, the defendant must be taught," he added, "that she cannot go about striking people. She will have to pay a fine of $5 and another $5 as compensation to the complainant. The compensation can go towards settling a portion of the rent owing."

Both parties were also ordered to sign a bond of $100 in their own cognizance to keep the peace for six months.



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TWO BLACK EYES.

THE HUSBAND, WIFE AND MOTHER-IN-LAW.

TO SETTLE AT S.C.A.

Mothers-in-law are hated and feared all over the world. In the West men fear their wives' mothers but in China the reverse is the case. While the mother of the wife is a mere nonentity, the mother of the husband often enough is the disturbing element and a young man whose parents are quietly residing in the family tomb is a real catch for mothers with marriageable daughters concerned.

The trouble is, of course, that a Chinese son must live with his parents and his wife is pretty well but a slave to the caprices of the old lady and old man. One result of the system, and a common one nowadays was seen in Court yesterday morning.

A middle-aged Chinese woman faced Mr. E. W. Hamilton, at the Central Magistracy with her eyes closed and purple marks all around them. In the dock were her husband and a grey haired woman whom the much abused complainant said was her mother-in-law. She told the Court that prior to the old woman coming on the scene, she lived happily with her husband, and when the old dame came from the country on April last, the wife was relegated to another roof. The husband said that there was not sufficient room to accommodate her and his mother.

The wife went to see her husband on May 28th to ask for maintenance, but the mother-in-law urged her son to chastise the poor wife instead. The son evidently has a deep sense of filial duty, for he certainly assaulted his wife, blacking her eyes.

In the Court he denied the assault and the aged mother said she was too old to assault anybody.

The Magistrate said it was quite obvious that an assault had been committed on the wife, and probably the mother-in-law was the cause of it, but seeing that it was a domestic affair, he recommended them to go to the S.C.A. and settle it among themselves. Failing to do so, he would hear the case this morning.

THE BISHOP OF VICTORIA.

HEALTH STILL UNSATISFACTORY.

Owing to ill health, the Bishop of Victoria, Hong Kong (Dr. C. R. Duppuy, D.D.), who reached England on April 19th, had to cancel all his engagements, including the annual meeting of the Church Missionary Society, of which he is a former secretary, at the Queen's Hall, when he was to have been one of the chief speakers.

PRISONER'S BILLET DOUX.

WARDER CHARGED WITH DELIVERING IT.

HIS FEE FOR THE SERVICE.

An Indian warder named Ghulam Husein was charged yesterday at the Central Magistracy with carrying a letter out of prison for one of the prisoners. He was also charged with demanding $5 from a woman at Pokfulam Road.

Mr. J. W. Franks, Superintendent of Prisons, prosecuted.

The evidence was that the Indian conveyed a letter from a prisoner in the Lai Chi Kok Prison to a woman in Pokfulam Road. Apparently the prisoner obtained the assistance of a fellow prisoner to write the letter for him.

On two occasions the defendant had obtained the sums of $5 and $5.50 respectively. He called at the house again on Saturday last and demanded $5 but the woman offered him $3, which he would not accept. The woman told him to wait in the house while she went to look for the other $2. Instead of going to find the money the woman went to the police station and defendant was taken into custody.

On the way to No. 7 Police Station the defendant attempted to get rid of the letter, but a Chinese detective seized it before he could do so.

It is said that the defendant visited the house with his face partly concealed. This he did by untying a part of his turban and wrapping it around his chin.

Defendant was asked if he had any witness to call in his defence and he replied "God is my witness."

The case was adjourned until to-day.

DAMAGE TO MACHINERY.

FOOLISH BUT NOT CRIMINAL ACT.

Two Chinese were charged before Major C. Willson, at the Central Magistracy yesterday afternoon with wilfully damaging the machinery of the Taishing Paper Mills at Aberdeen Street.

Mr. Horace Lo, prosecuting, told the Court that both of the defendants were employed at the mills, and that the first defendant had done the damage to the machine. The second defendant had had nothing to do with it and he would therefore ask for his discharge. This was granted.

It appears that in the factory specific instructions had been given to all employees that no one but the chief foreman was to handle a certain lever on that particular machine. The first defendant, either out of curiousity or malice pulled the lever half way, thus causing several teeth in the roller to snap.

After hearing evidence, his Worship also discharged this defendant.

HEAVIER MILITARY BURDENS.

NO FIGHTING WITHOUT PAY.

YUNNAN LEADER'S DEMANDS.

UNIVERSITY PROFESSORS WITHOUT SALARIES.

[FROM OUR CHINESE CORRESPONDENT.]

Southern Chinese, especially the Cantonese, are to be called upon to undertake heavier military burdens. General Chien Ta Chun, formerly commanding a division of troops in Canton only, is to be made a corps commander and as such, according to regulations, he may recruit more men and draw more money from the Kuomintang war chest. General Li Tsai Hsin, Officer Commanding the Troops in Kwangtung, recommended Nanking to promote General Chien to the corps commandership, in consideration of his recent activities in running down the "Reds."

General Fan Shek Shang, a mercenary troop commander still controlling some 7,000 or more Yunnanese soldiers scattered in different parts of Kwangsi, will not leave the two Kwang provinces, unless the Kwangtung Authorities pay him $120,000 and the Kwangsi Authorities, $80,000 monthly. General Fan is willing to take his men to Hunan to drive out the "Reds," provided that the first month's subsidy of $200,000 is paid him without further delay.

Nearly 20,000 Cantonese troops are being concentrated at Lok chong, Northern Kwangtung, in preparation for the invasion of the "Red" districts in Hunan and Kiangsi. The 6th Brigade of the 7th Kuomintang Army Corps is now stationed there. General Chien Ta Chun, until recently the Garrison Commissioner in Canton, has arrived at Lokchong.

The vigilance now being exercised over the cadet corps at the Whampoa Academy will be relaxed after June 1st. Some of the students have been under suspicion of being "Reds." During the last few weeks a number of the cadets have been removed on account of their known sympathies with the Hankow regime.

The Kuomintang in Canton will levy a tax as from June 6th on all articles not considered necessities. From June 1st, wine and tobacco will be taxed 50 per cent. *ad valorem*. A tax is also to be levied on joss sticks and other articles used in worship.

On Friday the Defence Commissioner at Swatow ordered the execution a student who was found guilty of being a Red. On the same day nine students in Canton, including a young woman, were arrested when a building on Yan Hing Street was searched. Five of these nine students were from the Sun Yat Sen University.

Since the "Red" downfall in Canton most of the extremist labour leaders have left the city. Consequently, among others, the strikers at the Canton Christian College are left to their own resources. Some 200 of them are asking to be taken back to work, but the College is suspended and no more workmen are necessary for the time being. Previously the Bureau of Agriculture and Labour, under the administration of the "Reds" in Canton, was all powerful and could force an institution to accept the terms of the workers, but now conditions have changed.

Professors of the Sun Yat Sen University in Canton have not been paid for some time, and they are wiring to their absent president, Mr. Tai Chi Tao, to do what can to influence the local authorities in Canton to give them something to go on with.

The dozen Kuomintang leaders arrested by the Portuguese authorities at Macao are, according to complaints received in Canton, still in custody pending further investigation. The Canton Foreign Office is being asked to do what it can to effect their release.

(*Continued on next Column.*)

GOVERNOR-GENERAL OF PHILIPPINES.

OFFICIALS ON "PRESIDENT MADISON."

VESSEL'S VISIT TO THE PRATAS.

Major-General Leonard Wood, the Governor-General of the Philippines, is a passenger on the *President Madison* which vessel was expected in Hong Kong early yesterday morning. General Wood is proceeding to the United States on holiday.

On the trip from Manila to Hong Kong, however, the *President Madison* picked up the distress calls send out by the *Ganges Maru* which was in difficulties near the Pratas Shoal, and went out of her course in order to see whether she could render any assistance. Latest reports are to the effect that *Ganges Maru* is quite safe and the *President Madison* was expected here at a late hour last evening.

Mrs. Wood is travelling with the Governor General and accompanying them are the Governor-General's Chief of Staff, General Dorey with his wife and daughter and Staff Major Read and Capt. Fletcher.

Major General Wood, it will be remembered, was involved in a motor accident a short time ago and it is understood he has not yet fully recovered from the injuries he received.

AFTER FOUR YEARS.

A charge of driving a motor cycle without a rear light in Tai Po Road on May 16th, brought against H. Pierce, revenue officer, was dismissed at Kowloon Magistracy yesterday. Defendant said he had driven his cycle for four years and had never used a rear light. His Worship pointed out that the Regulations required drivers of motor cycles to illuminate their rear number plates.

Defendant was dismissed with a caution.

Mr. Chen Ping Kwan and some ten or a dozen other alleged "Reds" were arrested in houses along the East Bund, Canton, on Saturday.

The crews of the ferries between the north and the south sections of Canton City have been on strike since Saturday, and this has caused great inconvenience to the general public. The sampan men have also gone on strike as a protest against a demand from their employers to do an extra hour's work daily without any increase of wages. It is expected, however, that the strike will soon be called off and the Kuomintang Commissioner of Agriculture and Labour has been working for a settlement.

RUSSIAN "GENERAL" ARRESTED.

According to a report from Swatow the work of breaking up Communistic strongholds and disbanding Peasant Corps—the latter half bandits, half "Reds"—is being carried on vigorously in the East River district.

On May 26th the Military authorities despatched a number of troops to raid a village in the Po Ning district near Swatow, and round up some "Reds" known to be sheltering there. They caught a bigger fish than they were angling for, and arrested a Russian "general," who had got detached from the peasant corps he was leading against the Cantonese forces and was in hiding in this village.

He was taken at once to Swatow under heavy guard and is still there under arrest, with the prospect of being tried when the Canton authorities see fit.

EXPRESS TRAIN SERVICE.

The through express service from Kowloon to Canton will be resumed to-morrow, June 1st.

A NEW FERRY SERVICE.

FROM V.R.C. TO JORDAN ROAD.

FOR MOTORS AND PASSENGERS.

BUT NOT BEING OPENED TO-MORROW!

An ambitious and important scheme is being planned out by the Government to provide another ferry service between the Island and Kowloon. The new vessel will cater for vehicular traffic including cars and lorries, and also carry a large number of passengers.

The scheme, as outlined to a *Daily Press* representative yesterday, is of very great interesting and importance, especially to local motorists.

The scheme is not a new one but it will be remembered that the Government formerly proposed to run a service from the Praya, near the Central Market to Jordan Road in the Yaumati district. After further consideration it has been found that it would be too expensive especially as a pier would be necessary at a point on the Praya where the depth of water is considerable, and where there is already so much traffic that the ferry would cause a serious congestion.

In its modified form, the scheme now provides for the construction of piers at Jordan Road on the Peninsula side of the Harbour and in the neighbourhood of the Victoria Recreation Club on the Hong Kong side. The water is much shallower near the V.R.C., and the district is certainly more suitable for vehicular traffic.

Cars And Passengers.

The ferries will be large double-enders, like the Star Ferries in that respect but they will be a considerable improvement on existing ferries in the Colony.

Some idea of their size may be gathered when it is stated that they will be able to carry 20 five-seater motor cars, or a proportion. In addition there will be accommodation for 540 first-class passengers on an upper deck, and for 250 third-class passengers on a lower deck.

The distance between the two landing stages will be about 1½ miles.

A Twenty Minute Service.

The idea is to run a regular twenty-minute service, possibly from 6 a.m. to midnight daily, but the actual times, of course, have yet to be worked out.

There will be three ferries, two on the run and one in reserve in case of breakdown, or the docking of one of the others. Also it will be brought into action when extra service is required.

At present it cannot be stated when this new ferry service is likely to come into operation, but it will not be yet awhile. There are yet many details to be worked out, including the design of the boats, and the decision as to where they shall be constructed, quite apart from the building of the necessary wharves.

The new service, when it does come, will be heartily welcomed, especially by golfers, and other car owners who live on the Kowloon side, to say nothing of those who like a jaunt through the New Territories, and who are now put to the trouble of having to send their cars on a special, and very slow, car ferry and to travel on another one themselves.

It will be a big advantage for business firms who will be able to send their lorries to and fro with a minimum of bother.

Rates of transit and fares for passengers have still to be fixed and will mainly depend on the cost of running and initial outlay.

IMPROVEMENTS AT TAI WAN.

INTERESTING SCHEME FOR KOWLOON.

TENTATIVE AT PRESENT.

Plans have been drawn up for the reclamation and levelling of a large expanse of ground fronting the sea at Tai Wan in order to add various amenities to this popular Kowloon bathing beach. There is at present accommodation for not more than 20 people—12 men and eight ladies—at the beach, but if the new scheme is carried through, the number of bathing billets will be considerably increased. The Tai Wan beach has already proved very popular now that Stanecutter's Island has been surrendered, as regard bathing, to the Military and Naval authorities.

Mr. H. S. Rouse, engineer-in-charge of general works at the Public Works Department, described his scheme to a *Daily Press* reporter yesterday.

"I want to level up an area of 14 acres at Tai Wan so that a band-stand, refreshment house and other buildings might be erected upon it," he said. "My scheme also includes the building of a mole opposite the beach to enclose it completely.

"Should Be Done Now."

"If the scheme is not carried through soon," added Mr. Rouse, "an excellent opportunity of putting it into effect at comparatively low cost will be missed. There has been a slip of ground near the Dock Company's premises, and if this material is not used for the levelling of the proposed new ground, it will have to be carried to a greater distance.

It would be considerably more economical to deposit the ground from the slip upon the Tai Wan area than to transport it to a distance."

The cost of clearing away the debris of the landslide and using it to level up the proposed site is estimated at from $20,000 to $30,000, and the cost of the mole at approximately the same figures. If it were possible to start the work to-morrow, it could not be completed before next season: but there are many obstacles in the way.

"The whole thing is possible without a great expenditure of money," continued Mr. Rouse. "The project is at the moment merely tentative—I cannot say whether the Government will approve it."

It is also proposed to straighten out the bend in Tai Wan Road, which if done will provide a considerable stretch of ground for the parking of cars. The scheme does not include the erection of buildings upon the reclaimed site; the ground would probably be divided up and let to various undertakings.

A similar project was suggested as early as last July, but no steps were taken to put it into effect. Theoretically, the new plan is complete and work will be commenced if the sanction of the Government can be obtained. If the Government's approval cannot be gained the scheme will not be abandoned but merely left in abeyance until a favourable opportunity occurs

OFFICERS FINED.

MOTORING OFFENCES IN KOWLOON.

Two Naval Officers Lieut. Beard and Lieut. Munro, were summoned at Kowloon Court yesterday for motoring offences. The charges were that defendants rode their motor cycles in Nathan Road without lights in proper working order on May 10th and again in Peking Road on the night of May 12th.

Lieut. Munro did not appear.

The other defendant said that the lamps had been newly filled with acetylene, but could not be kept alight. Both defendants were fined $4 on each charge.

PAYMENT UNDER DURESS.

GOODS THAT WERE NEEDED TO COMPLETE A CONTRACT.

GUNNY BAG DEALERS' CLAIM.

At the Summary Court yesterday afternoon, before Mr. P. Jacks (acting Puisne Judge) the Wo Hing Firm, of No. 8, Kwai Heung Street, gunny bag dealers, claimed $450, being money received by the defendants, Katch & Co., Ltd., No. 34, Queen's Road Central, importers and exporters, for the use of the plaintiffs.

Plaintiffs were represented by Mr. W. D. Owen, and Mr. L. D. Turner was for the defendants.

Opening the case, Mr. Owen said this amount of $450 was paid by the plaintiffs to defendants under duress.

Mr. Turner interposed that duress had never been alleged before, and if necessary, and if it prejudiced his case, he would ask his Lordship to adjourn the case at a later stage.

Continuing, Mr. Owen said there was an agreement to sell certain goods made between the defendant firm and the plaintiffs in April this year. Delivery of the goods, under that agreement, because due on April 20th. Plaintiffs attended on April 20th and paid for the goods, but were refused delivery of them, the reason given for this action being that under another contract, not between plaintiffs and defendants, plaintiffs by delay had caused certain other goods to arrive late to defendants, and for damage caused they, the defendants, claimed $450. Unless this was paid defendants refused to deliver the goods to the plaintiffs. Eventually, and under protest, the plaintiffs paid the sum asked for, because if they had not obtained the delivery of these goods they would have suffered very severe financial loss, as the goods had been sold under contract to another firm.

"No Right To Stop Delivery."

Mr. Owen argued that defendants had no right to effect duress on the goods and stop delivery until the money asked for was paid. At the time they were delivered, plaintiffs told defendants that the money was paid under protest, and that there would be an action later for recovery of this money.

Mr. Turner admitted that the defendants received the money, and also that they gave a receipt for it. He added that there were two defences. The first was that even supposing the plaintiffs were not liable to pay $450 to the defendants they had in effect paid $450 as a consideration for obtaining delivery of the goods under the April contract.

Mr. Turner argued that plaintiffs had waived their legal rights to recovery of the money.

The second defence was that the plaintiff firm agreed with the defendants that damage had been incurred, and offered $100 as compensation to the defendants. This offer was refused by the defendants, but later plaintiffs agreed to pay $450 as compensation.

Evidence was then called for the plaintiff's case, and the plaintiff stated that he paid this money because if there had been a delay in taking delivery there might have been trouble in the market and resultant damages. By paying he saved the trouble of customers suing him.

Mr. Turner said that he understood that Mr. Owen had two more witnesses to call, and unless his Lordship cared to sit until five o'clock or after, it would be unlikely that the case for the plaintiffs would be concluded. He, therefore, suggested an adjournment.

Mr. Owen offered no objection.

Mr. Turner remarked that it would be better to reserve a whole day, if possible, for the hearing of the case, as it was likely to prove lengthy in view of legal argument.

His Lordship reserved Wednesday, June 15th, for the further hearing of the case.

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42" × 24" $1.15 each
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42" × 22" $1.50 "
42" × 28" $1.65 each
48" × 27" $2.25 "
64" × 36" $3.35 "

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On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.

[A.P.S.]

NEW ADVERTISEMENTS.

CHINESE CUSTOMS NOTIFICATION.

THE Offices and Stations of the CHINESE MARITIME CUSTOMS for KOWLOON and DISTRICT will be CLOSED to PUBLIC BUSINESS on the 4TH JUNE, 1927.

F. HAYLEY BELL,
Commissioner of Chinese Customs,
Kowloon and District.

York Buildings,
Hong Kong, 30th May, 1927. [4980

NOTICE.

THE EX-ACTIVE SERVICE MEN'S ASSOCIATION EPSOM DERBY SWEEP Draw will take place at 8.45 P.M., TO-DAY, at the E.A.S.M.A. CLUB, No. 17, Queen's Road, Central. All subscribers are cordially invited to attend.

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HONG KONG CRICKET CLUB.

REMINDER

MEMBERS—are Reminded of the MEETING, at the PAVILION, called for 5.30 P.M. TO-DAY for the purpose of considering a Proposal by the Committee to add a Second Storey to the PAVILION and make Other additions and Improvements to the Building.

L. S. GRESHILL,
Hon. Secretary.

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TROLLOPE & COLLS (FAR EAST), LIMITED

(IN VOLUNTARY LIQUIDATION)

NOTICE IS HEREBY GIVEN that the Creditors of the above-named Company are required on or before the 15TH DAY of JULY, 1927, to send in their Names and Addresses, and the particulars of their Debts and Claims, if any, to the Undersigned at the Office of MESSRS. LOWE, BINGHAM & MATTHEWS, Chartered Accountants, 3, Queen's Road Central, Victoria, Hong Kong, and, if so required by Notice in writing from the Undersigned, are to come in and prove their said Debts and Claims at such Time and Place as shall be specified in such Notice, or in default thereof they will be excluded from any distribution which may be made before such Debts are proved.

Dated this 30th day of May, 1927.

JOHN FLEMING, C.A.,
Liquidator.

Note:—The Creditors of the Company will be paid in full, above Notice being inserted in compliance with the Companies Ordinances.

[4 79

HONG KONG FOOTBALL ASSOCIATION.

ALL Proposed Alterations to the Rules of the above Association, the Challenge Shield Competition, LA WAH CUP and SUNDAY HERALD CHARITY CUP Competitions must be forwarded to the Undersigned Not Later Than the 1ST MAY, 1927.

W. F. HOLLANDS,
Secretary.

P. O. Box 233. [4 3

HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 4TH JUNE and MONDAY, 6TH JUNE, 1927, Commencing at 2.45 P.M. on Both Days. The First Bell will be Rung at 2.15 P.M.

The Charge for Admission to the Public Enclosure will be $1.00 Per Day for all Persons including Ladies, Soldiers and Sailors in Uniform, Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure, Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5.00 Each Per Day up to THURSDAY, 2ND JUNE, 1927.

The Charge for Admission for Ladies to the Members' Enclosure will be $2.00. Each Member can obtain, upon application to the SECRETARY, Badges for Admission of 2 Ladies Free of Charge

[4973

SHOPS TO LET

88/94, NATHAN ROAD,
KOWLOON.

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67/69, DES VŒUX ROAD
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AND

PRINCE'S BUILDING,
CHATER ROAD.

APPLY TO **A. J. DAVID**
PRINCE'S BUILDING,
CHATER ROAD.

[25

INTIMATIONS.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE FORTY-NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, PEDDER STREET, on TUESDAY, 7TH JUNE, 1927, at NOON, for the purpose of receiving the Report and Statement of Accounts for the Year ending 31st DECEMBER, 1926.

The TRANSFER BOOKS of the Company will be CLOSED from 26TH MAY to 7TH JUNE, 1927, Both Days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.

Hong Kong, 16th May, 1927. [4932

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONG KONG HOTEL, Hong Kong, on THURSDAY, 9TH JUNE, 1927, at 11 A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the Year ended 30th APRIL, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 4TH JUNE to FRIDAY, 10TH JUNE, 1927, Both Days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hong Kong, 30th May, 1927. [4974

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Certificate No. 5/NS 8848 dated Hong Kong, 20th JULY, 1923, for Twelve Shares, Numbered 130530 130541 inclusive, and Certificate No. 5/NS 10416 dated Hong Kong, 6th APRIL, 1925, for Six Shares Numbered 56746 to 56750 and 131549 inclusive, all registered in the Name of AUGUSTE MAURICE CHARRION, have been LOST or STOLEN, and should these Certificates not be produced to the Bank before the 10TH JUNE, 1927, New Certificates for the Shares will be issued and the aforesaid Certificates Nos. 5/NS 8848 and 5/NS 10416 will be thereafter treated by this Corporation as *Null* and *Void*.

By Order of the Court of Directors,
A. C. HYNES,
Acting Chief Manager

Hong Kong, 11th May, 1927. [4909

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

VALUABLE LEASEHOLD PROPERTY.

SITUATE at VICTORIA, HONG KONG, registered at the Land Office as SECTION A OF INLAND LOT No. 17, Together with all Buildings thereon known as **Nos. 38 & 40, Queen's Road Central and No. 1a, Stanley Street** to be Sold by PUBLIC AUCTION on **Monday, the 20th day of June, 1927,** at 3 O'CLOCK P.M., by **Mr. E. V. M. R De Sousa,** the Auctioneer, in his AUCTION ROOM, No. 4, Duddell Street, Hong Kong.

For further Particulars and Conditions of Sale, Apply to:—**Dr. S. W. Ts'o, olicitor for the Vendor,** No. 26, Des Vœux Road Central or to **Mr. E. V. M. R. De Sousa,** the Auctioneer.

Hong Kong, the 19th day of May, 1927.

[4938

FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD.

EIGHT Roomed HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Possession MAY 1ST.—Apply: LINSTEAD & DAVIS, ALEXANDRA BUILDINGS. [4776

TO LET.

MRS. MONTAGUE EDE wishes TO LET her HOUSE, 3, BOWEN ROAD, without Plate or Linen, for Five or Six Months. Old Servants would remain. Only Rent Required; No Charge for Furniture.

[4984

BEAUTIFULLY situated house standing within own spacious grounds (30 cents by chair or 40 cents by taxi to reach same) will accept young family or two bachelors for large front room possessing broad verandahs and good outlook, private bath with hot and cold water, etc. Service and food included if required. Moderate price to nice people. One self-contained furnished flat mid-level available by taxi near to flat or to door by chair 40 cents for bachelors' mess or young family. Service and food if required: Excellent view and small garden. Airy position. Modern house not far from beach and on motor bus route, possessing garage has two flats furnished possessing modern bathrooms, fully equipped, flush, hot and cold water, broad verandahs having excellent views. Possibly available to bachelors as mess or single rooms with private bathrooms with breakfast and service or full board. We also have houses and flats furnished or unfurnished in other locations.

CALL
HONG KONG SMALL INVESTORS SHARE & REAL ESTATE CO.
Or Tel. C. 4630.

INTIMATIONS.

DEWAR'S

"WHITE LABEL"

FINEST

SCOTCH WHISKY

OF GREAT AGE.

Awarded 50 Gold and Prize Medals.

"VICTORIA VAT"

THE VERY FINEST OLD

SCOTCH WHISKY

As supplied to the Houses of Lords and Commons.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

HONG KONG DISPENSARY.

[50

LOST—Black and White TERRIER DOG. Answers to the Name of JIM. Finder please communicate with REV. G. T. WALDEGRAVE, SEAMEN'S INSTITUTE. [4982

FURNISHED FLAT on PEAK TO LET: Two Bedrooms with Bathrooms, Two Reception Rooms and enclosed Verandah. Modern Sanitation. Immediate Possession.—Apply Box 4796, c/o *Hongkong Daily Press*. [4796

PREPAID "WANTED" ADVERTISEMENTS.

WANTED A CHINESE CLERK with Good Knowledge for an Import and Export Office. Apply in own Hand-writing, stating Age, Experience and Salary desired, to P. O Box 580. [250

7 H.P. AUSTIN FOR SALE—New June 1926; Perfect Mechanical Condition. Owner leaving Colony. Price: $950.—Apply B. M. EDE, 2nd Floor, POWELL'S BUILDING. [251

ANNOUNCEMENT.

A marriage has been arranged to take place in September between JOHN ALEXANDER FRASER, Hong Kong Civil Service, and KATHLEEN ELLA, daughter of the late HENRY LEES MOZLEY, Ceylon papers please copy.

[4981

Hong Kong Office: 1A, Chater Rd.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, MAY 31ST, 1927.

THE LEARNING OF CHINESE.

IMPRESSIVE appeals to the various communities in Hong Kong to "get together" are made from time to time. These are normally followed by suggestions, always abortive, of various forms of Concordia clubs. Clubs are bred out of harmony by goodwill and they can only be reared in an atmosphere of social ease. National and personal idiosyncrasies are among the prickly realities of life. Schopenhauer compared men and women to porcupines. They huddle together for warmth, but if they get too close, they run their quills into each other and then there's a row. The same cynic said that scoundrels were always sociable. Certainly some men and women are temperamentally gregarious. But there are exceptions and those perhaps not always the meanest of mankind.

But in Hong Kong the greatest bar to the mutual understanding as between the Chinese and British communities is the language difficulty. How many of the leading Chinese merchants talk English? How many of the leading British merchants talk Chinese? How unspeakably boring is the average dinner at which a Chinese merchant entertains British merchants or *vice versa*. No one can utter an intelligible word to his neighbour. Pantomime is the only resource, and all that any one can do to while away the time is to drink ones neighbour's health—a most exacting procedure. It might occur to ask how business is done as between British and Chinese. The answer is apparently, "the Compradore." But that is another story.

British matrons, sweltering on the torrid plains of India, as they try to explain to a bland and dignified *khansamah* in Hindustanee how intolerable it is that they should pay for mutton and eat goat, recall with envy, how they were once told on a P. & O. steamer that in China every servant speaks, and understands, English. "*Pidgin-English*" may be, but still English. Now "*Pidgin-English*" in itself is not a very dignified thing; it is defined in the New Oxford Dictionary as "the jargon, consisting chiefly of English words often corrupted in pronunciation and arranged according to Chinese idiom, used between the Chinese and Europeans at seaports in China, the Straits Settlements, etc." But how many servants in Hong Kong to-day understand even "*Pidgin-English*?" The No. 1 boy a little perhaps! But when the No. 1 boy is out—and he so frequently is, what then! Mute mistresses and murderous masters!

"But it is impossible to learn Chinese, especially the Cantonese dialect," say some people. "Is it not a fact that such persons as Consuls and members of the Chinese Customs service, after years of struggling with Chinese ideograms:—

"Become by slow degrees,
Brainless as chimpanzees
Meagre as lizards,
Go mad and beat their wives
Plunge after shocking lives
Razors and carving knives
In their gizzards?"

Possibly! But we know five or six Chinese scholars who freely mix still with their neighbours. Chinese is undoubtedly a difficult language. No foreign adult can pick it up by ear. But once master the degrees and the construction of simple sentences and one can go ahead, at least colloquially. And what a domestic and social asset is a little colloquial facility in Cantonese especially in these days.

We are giving in another column some details of the Hong Kong University's new Chinese School and extend a cordial welcome to that enterprise. We understand that the School is going to start an era of "Chinese without tears." A few of the more cautious among us may perhaps postpone our lessons until this system has been perfected but there are doubtless many, younger and more enthusiastic, with the world at their feet, who will eagerly seize the wonderful opportunities which the School is providing.

There will be a meeting of the Sanitary Board this afternoon.

Among the passengers arriving here from Manila yesterday by the *Empress of Canada* was Dr. C. H. Burton.

Dr. W. Leslie Thomas has reported to the Police the theft of a radiator thermometer from his car.

On Saturday and Sunday one case of small-pox and one of enteric were reported. Both patients are Chinese.

From June 1st the Chinese Young Women's Christian Association of Hong Kong will be located at No. 133, Caine Road.

Members are reminded that entries for the Craigengower Cricket Club tennis tournament close on Sunday next.

The pupils of Mr. Harry Orr are to give a piano recital at St. John's Cathedral Hall at 5.30 p.m. on Tuesday, June 7th.

The offices and stations of the Chinese Maritime Customs for Kowloon and Districts will be closed to public business on June 4th.

The fourth ordinary yearly meeting of the Prince's Building and Land Co., Ltd., will be held this afternoon at Prince's Building, at four o'clock.

The 6th annual general meeting of the Hong Kong Excavation, Pile Driving and Construction Company, Limited, is being held to-day at Powell's Building, second floor, at 3 p.m.

A mongrel dog was seized and removed to Kennedy Town depot on Sunday, after biting a schoolboy in the chest. The boy was taken to the Government Civil Hospital.

The draw of the Epsom Derby Sweep organised by the Ex-Active Service Men's Association is advertised to take place to-day at 8.45 p.m. All subscribers are invited to attend.

Owing to the indisposition of Mr. R. E. Lindsell, Mr. E. W. Hamilton took his place as Magistrate yesterday at the Central Magistracy. The afternoon session was taken by Major C. Willson.

Dr. D. G. R. Black, while bathing at Shek-O on Sunday afternoon, was swimming some distance from the shore when he found that, owing to the strong set of the tide, he was unable to make headway. Dr. Black called for assistance and a sampan went to his aid.

The snapping of an overhead wire near the Naval Yard on Saturday afternoon caused a slight dislocation of the tram service. Mechanics were quickly on the scene and within twenty minutes the wire was re-connected and the trams were running again.

As mentioned last week, there is to be a meeting of members of the Hong Kong Cricket Club to-day at 5.30 p.m. at the Pavilion, for the purpose of considering a proposal by the Committee to add a second storey to the Pavilion and make other additions and improvements to the building.

A Chinese aged 65, who has been 50 years in the Colony, was found guilty yesterday by Mr. E. W. Hamilton of stealing a length of drain pipe from No. 255-257, Queen's Road West. He was bound over to come up for judgment whenever called upon, the Magistrate taking this lenient course on account of the man's age.

While the Hong Kong Hotel motor-bus No. 55 was proceeding along Bonham Road, near King's College, on Sunday, a little Chinese girl ran across the roadway and was struck by the vehicle, the wheels of which passed over her. She was carried into King's College, which is now a military hospital, but died shortly afterwards.

A motor-lorry ran off the highway at Chin Loong Tau, in the New Territories on Sunday, and the occupants of a motor car passing the place some time afterwards, saw the lorry on the field, with the driver stretched on the earth beside it. The injured man was taken in the car to the Kwong Wah Hospital, and a report was made to the police at Mongkok Station.

A highway robbery, in which a Chinese lady was attacked and robbed by two footpads, has been reported as occurring in Queen's Gardens on Sunday. From a police report yesterday it appears that Mr. Tsang Sum, who lives at No. 2, Queen's Gardens, was seized by two men as she was walking along near No. 10, and was forced by them to hand over $13.50. The robbers made good their escape.

Arrested by a Chinese revenue officer on the waterfront on Sunday, a Chinese, who had just returned from Java, was charged before Major C. Willson yesterday morning with having in his possession an offensive weapon, namely a swordstick. Inspector Cotton said that defendant made an attempt to conceal the weapon, and it was seen by the revenue officer lashed against a piece of baggage. A fine of $50 was imposed, and an order given for the confiscation of the weapon.

THE KING'S BIRTHDAY.

PRACTICE PARADES YESTERDAY.

4,000 MEN AT HAPPY VALLEY.

The presence of several thousand men in martial array at Happy Valley yesterday morning held the interest of the residents in that neighbourhood, European and Chinese.

The occasion was one of the final rehearsals by the Forces now in the Colony for the big parade which is promised for Friday morning on the occasion of H.M. the King's Birthday.

The parade on Friday will be of a character and on a scale which Hong Kong has not seen before.

Movements yesterday morning were carried out with precision to the strains of the martial airs played by the massed bands. Some 4,000 men were there in review order, complete with artillery transport and aeroplanes were in evidence overhead.

The units included some 400 sailors drawn from the various warships in the harbour, 200 marines, and a half-battalion from each of the Regiments represented in the Colony. Seven naval guns fired the salute of twenty-one guns, nine aeroplanes engaged in evolutions, while the massed bands of all the battalions present played the various regimental marches. The salute was taken by Major-General C. C. Luard, C.B., C.M.G., (G.O.C., South China Command).

Yesterday evening a representative contingent of the Hong Kong Volunteer Defence Corps also carried out a final rehearsal and certainly showed up very well.

Details of the arrangements for the public have already been given.

MEMORIAL DAY.

AMERICAN OBSERVANCE IN HONG KONG.

Yesterday was American Memorial Day, and following the usual practice, wreaths were laid by members of the American community at the Wanchai Obelisk and on the graves of soldiers and sailors of their nationality in the cemetery at Happy Valley.

The ceremony was timed for 10.30 a.m., the organisation of the service being in the hands of ladies of the American community, and the general control vested in Mr. Shantz, the United States Consul-in-Charge.

"Decoration Day," or "Memorial Day," as it now more generally known in the United States since the Great War, was originated in 1865 at the conclusion of the American Civil War. It is observed as a public holiday, and there is a parade of veterans of Lee's and Grant's time, and of the Spanish War, the small and fast diminishing band being now greatly reinforced by men who served in the Great War.

"Decoration Day" thus forms a memorial for those who fell in the Civil War, the Spanish-American War and the World War.

"POSSIBLY A GALE LOCALLY."

TYPHOON 200 MILES OFF.

YESTERDAY'S WEATHER REPORT.

The typhoon, which became stationary on Saturday, began on Sunday to move in the direction of Swatow, and yesterday morning's weather report, issued by the Royal Observatory, stated that at 6 a.m. it was 250 miles to the E.S.E. of Hong Kong, moving slowly towards Swatow.

A later report (5.30 p.m.) states that the typhoon is about 200 miles from Hong Kong still moving in the same direction.

Pressure has increased slightly over Japan, and decreased moderately at the Pratas, and slightly elsewhere.

A cyclonic gale in the Formosa Channel was forecasted by the Observatory, while the local forecast is:—N.W. winds, moderate; possibly increasing to a gale, overcast, rain.

Manila Telegram.

The following telegram was received by the local U.S. Consul-General:—

Manila, 6.30 p.m., May 30th, typhoon in about 117 deg. Long. E. 22 deg. Lat. N. moving N.N.W.

WITHDRAWN FROM SALE.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa, offered for sale, by order of the mortgagee, a leasehold property at No. 12, Castle Road.

The upset price was $24,000, but as there was no advance, the property was withdrawn.

This property is held for the unexpired residue of the respective terms of 999 years and 999 years from November 15th, 1855, and June 25th, 1859.

The area is 2,132 square feet and the annual Crown rental $2.25.

LINKING UP THE EMPIRE.

HONG KONG A FUTURE AIR PORT.

A BIG SCHEME UNDER WAY.

DREDGING THE HARBOUR AND COMPLETING RECLAMATION.

Two schemes each having a close bearing on the other, are now under way. The Government has decided to have the harbour thoroughly dredged, and the silt will be dumped on the Reclamation at Kai Tack, which is to be transformed into a site for a big civil aerodrome. This will be a linking up station with the proposed England to Australia service *viâ* Singapore.

The first step will be the dredging of the harbour. The need for this has been stressed in the past in a very practical manner for it will be remembered that last year several ships went aground near the Kowloon Ferry Wharf through the silting up of the harbour at this point.

A contract has been placed with the Netherlands Harbour Works Company to carry out the dredging operation in the harbour. This work includes special attention to dredging in the neighbourhood of the Penguin Shoals (just off Quarry Bay), the Belcher Ridge and Ramhiers Shoal (opposite North Point) an area opposite Kowloon Point, and also in the Tsimsatsui area. The whole harbour is, in fact, to be thoroughly dredged, and the work is to be commenced at once.

It is estimated that these operations will take about 18 months. It is not possible to give any estimate of the cost, but by placing the contract with the Dutch Company a considerable saving, possibly in the neighbourhood of three lakhs has been effected.

The Netherlands Harbour Works Company has done some very important work of the new harbour at Macao and in connection with the reclamation work at North Point. This Company are particularly well equipped as regards dredgers and all necessary necessary.

The dredgings will be either pumped out or the silt removed by the suction process. Probably two dredging barges will be employed on the work.

THE AIR BASE.

Details concerning the dredging of the harbour, as outlined above, and the beginning of the formation of a local aerodrome were given to a *Daily Press* representative yesterday when he called on Mr. H. T. Jackman, acting Director of Public Works, who is in charge of the scheme.

At present Kai Tack is being used as a landing and taking-off ground for the R.A.F. units now in the Colony, but the scheme is that Reclamation shall be completed to provide for a first-class civil aerodrome in connection with the Imperial Airways, thus linking Hong Kong and the Far East with the other lines of commercial communication by air now being instituted throughout the Empire.

Hong Kong will, it is proposed form a connecting link between Shanghai, Japan and the Philippine Island with Singapore, which is to be one of the important stations on the proposed airways between England and Australia.

This ambitious scheme will entail a big expenditure, but in this connection a large proportion of the cost will be borne by the Imperial Government.

The immediate work is the completion of the reclamation and the sea wall at Kai Tack, and also the provision of a typhoon shelter and basin for seaplanes. The nullahs are to be covered in connection with this work.

With the ground thus prepared, in a very literal sense it only requires plans and advices from Home with regard to what buildings will be required for the installation of a civil air-station, or air-base.

If the Empire Airways scheme develops, as there appears every likelihood of it doing, Customs inspection facilities and other details of an air station will have to be provided.

The proposed basin for seaplanes will be to the East, and it will have a sea wall running out and a slipway. The other buildings will be erected, in due course, following instructions from Home, on the Eastern side of the Reclamation.

It is understood that negotiations are in hand for the completion of the Kai Tack Reclamation Company, the Government having taken over the land.

IN MEMORY OF THE MAY 30th AFFAIR.

HOW IT WAS OBSERVED IN SHANGHAI.

PASSES OFF WITHOUT SERIOUS INCIDENT.

NORTHERNERS CALLING UP TROOPS FROM FENGTIEN.

The regrettable Nanking Road incident of May 30th, 1925, was commemorated yesterday by the Chinese in Shanghai Native City holding mass meetings, and observing a three-minute silence. There were no demonstrations or unseemly incidents in the Settlements on the present occasion.

The Northerners are calling up large reinforcements from Fengtien province, and evidently intend to make a strong stand in Shantung.

There is little change on the Honan front but large numbers of wounded continue to be brought into Hankow. Foreigners are co-operating there with the Chinese in their endeavours to aid the injured.

Borodin is back again in Hankow, and is reported to be stirring up trouble against foreigners and particularly the British.

THE NORTHERN ARMY.

DISPOSITION OF THE REINFORCEMENTS.

(Wah Tsz Yat Pao).

The Anktiechun authorities have decided to order all the Fengtienese reserve troops in the Three Provinces to be despatched southwards and stationed along the Tientsin-Pukow Railway. They assign Hsuchow as the first defence line; Tsinan, the second; and Tientsin and Chunhiangsing as the third.

[THROUGH REUTER'S AGENCY.]

Defence Of North China.

PEKING, May 29th.

The Fengtien Generals in Honan continue to claim successes, but there are no details available.

The military attaches have been holding conferences recently recently regarding the defence of North China, but no authoritative pronouncement has been made. It is understood that the British Government's position has been that Britain is doing more than her fair share in the defence of Shanghai, and the other Powers must take the lead in North China, but it is anticipated that, now Japan has decided to send reinforcements, Britain may do likewise.

[NAVAL WIRELESS.]

The Fall Of Loyang.

SHANGHAI, May 29th.

It is understood that the Northerners made a stand in the vicinity of Loyang, and that they were defeated after a severe engagement. It is reported that Loyang has now fallen into Nationalist hands.

The newspapers have published messages from Japan stating that in view of the fall of Loyang, the Japanese Government is sending a further 2,000 troops to the Peking-Tientsin districts immediately.

Japanese Troops For China.

[THROUGH REUTER'S AGENCY.]

TOKYO, May 29th.

The vernacular papers report that the Government is sending 2,000 more troops from the Manchurian garrison to Peking and Tientsin for the protection of foreign lives and property. It is believed that this is due to the persistent reports of Southern victories, and the report that an agreement has been reached between Marshal Feng Yu Hsiang of Shensi, General Tang Seng Chi, commanding the Hankow armies, and General Yen Shi Shan, for co-operation in a campaign against the Northerners.

It is also understood that the Japanese Government is studying measures for the protection of their nationals in the Yangtsze Valley in the event of anti-Japanese demonstrations resulting from Japan's troop movements in China.

BRITISH YACHTS UNDER FIRE NEAR SHANGHAI.

CHINESE TROOPS' THOUGHTLESS ACTION.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, May 29th.

Thirteen yachts of the Shanghai Yacht Club, some flying the blue ensign, were fired upon by soldiers while they were passing Lunghua this morning.

A message was sent to the United States warship *Black Hawk*, which despatched an armed launch to convoy the yachts back to Shanghai. The launch safely convoyed the first section of smaller craft, but the second section, which was not escorted, was again fired on.

A large number of rounds was fired, but there were no casualties, though one or two boats were hit.

The Yacht Club had obtained permission from the Chinese military and naval authorities, together with a statement that it would be perfectly safe to make the cruise.

(Continued at foot of next column.)

VICTORIES FOR FENG'S TROOPS.

REPORTED CAPTURE OF LINYANG AND LOYANG.

(Wah Tsz Yat Pao).

According to Hankow reports, Feng Yu Hsiang's troops have taken Linying, north of Yinsing on the Kin-Han Railway, and also Loyang.

Detachments of the 8th Army Corps at Hankow are authorised to search for Communists harbouring themselves in inns and hotels there.

It is persistently reported that General Sha Tao Yin, who, as previously reported, brands himself as anti-Red against the Hankow Government, has advanced his troops upon Chifong, a point near Wuchang.

[NAVAL WIRELESS.]

Borodin Again In Hankow.

HANKOW, May 29th.

The Russian chief, Borodin, returned to Hankow yesterday, after, it is stated, an unsuccessful attempt to visit Changsha, where he hoped once again to turn the tide in favour of the Communists.

The reappearance of Borodin in Hankow brought about a resumption of Communistic activities in the city, commencing with the replastering of a large amount of virulent anti-British posters.

To-morrow (May 30th), the anniversary of the Shanghai incident of 1925, has been declared a general holiday, and propaganda is being carried on strenuously with a view to "recreating the People Revolutionary Spirit."

More Northern Successes In Honan.

SHANGHAI, May 29th.

Although the Southerners are said to be defending their positions vigorously, further Northern successes are reported from the Honan front.

Many Wounded Arriving At Hankow.

HANKOW, May 29th

Heavy fighting on the Honan front continues, and trainloads of wounded, mostly all Southerners, are arriving at Hankow.

Hankow Hospitals Crowded.

HANKOW, May 29th

The hospital accommodation for the wounded arriving from Honan is proving inadequate, and organisation for relief work is most urgent.

Bishop Roots, of the American Church Mission, is willing to cooperate with the authorities. It is said that the London Mission and American Church Mission hospitals are already caring for as many wounded as they can accommodate.

Amoy And Shanghai Quiet.

AMOY, May 29th

Although it is reported that an attempt will be made at demonstration to-morrow, May 30th, on the anniversary of the Shanghai incident of 1925, Amoy is at present quiet. The authorities have the situation well in hand, and serious trouble is not anticipated.

SHANGHAI, May 29th.

Shanghai is quiet, and news from the Yangtsze ports indicates that the situation generally is normal.

[THROUGH REUTER'S AGENCY.]

China's Railways.

PEKING, May 29th

It is understood that the Shanghai-Nanking Railway is defaulting in the payment of interest due on its borrowing on June 1st. All the Chinese railways are now defaulting except the Peking-Mukden Railway.

Fired On By Nationalist Troops.

LATER.

Further details of the outrage at Lunghua state that the firing was done by Nationalist troops.

Several ladies were among the crews of the yachts involved.

THE FALL OF PENGPU.

NORTH KIANGSU FALLEN THROUGH NEGOTIATION.

COMMENCEMENT OF FRESH QUARRELS.

The Nationalists confirm the fall of Pengpu on Sunday, says the *North China Daily News* of May 26th. According to their information, the 15th Army arrived in Mingkuang on Sunday and subsequently entered Pengpu, whence Marshal Chang Tsung Chang and General Chu Yu Pu fled. It is claimed that the Nationalists will reach Hsuchowfu before this week is over and by general appearances, it would seem as though northern Kiangsu were being evacuated by some agreement rather than by warfare. In Pengpu, they were able to capture several senior officers of the Shantung-Chihli Army and 20,000 men as well as large quantities of munitions.

On Monday last week, Marshal Sun Chuan Fang's troops in Yangchow capitulated and the Nationalists were able to take that city as well as Tsingkiangpu. Marshal Sun is said to have gone to Haichow.

In Chinese circles, it is reported that General Hsia Tao Yin's movement against Wuchang has ceased and that he has probably come to some agreement with General Tang Seng Chi. But that does not mean that peace is restored in the Wuhan area. Apparently a quarrel has broken out between Generals Ho Chien and Liu Tso Lung, the former being opposed to the Communists but favouring the retention of the Hankow Government, while the latter, who is a native of Hupeh wants both to go. According to these reports, strife is breaking out between the Hunan and Hupeh factions in Hankow, the Hunanese wanting the Communist Government to remain in Hankow, while the Hupeh people want it moved elsewhere—perhaps to Changsha.

NANKING ROAD INCIDENT ANNIVERSARY.

PASSES OFF QUIETLY AT SHANGHAI.

A "THREE-MINUTE SILENCE" OBSERVED.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, May 30th.

To-day, the second anniversary of the famous Nanking Road incident, passed off quietly. Kuomintang flags were half-masted and at 2.30 in the afternoon, which was the hour of the shooting, guns at the Chinese forts boomed, announcing a three-minute silence in memory of the "victims."

Commemorative meetings, held in the Native City, passed off without incident, while inside the Settlements there were no anti-foreign demonstrations.

(Wah Tsz Yat Pao).

SHANGHAI, May 30th.

To-day being the 2nd Anniversary Day in memory of the May 30th affair in Shanghai, many Chinese bodies took the lead to call all classes in Shanghai to mourn over the occasion. From 2.30 to 3 all theatres, public amusement parks and all kinds of street cars were notified to suspend business. At the same time thousands of workers, students and other classes favourable to the Kuomintang attended mass meetings held at Kiangwan and Woosung.

Shanghai citizens are very indignant regarding the Japanese mobilisation in Shantung. Dr. C. C. Wu opines that such action taken by the Japanese Government is merely to incur reactionary feelings among the Chinese masses and no profit will be gained by Japan. He is reported to have lodged a vigorous protest with the Japanese Government.

General Yang Yu Ting, one of the Fengtienese leaders, called on Mr. Yosizawa, the Japanese Minister in Peking, asking him to express the official attitude regarding the despatch of reinforcements to Shantung by the Japanese Government. General Yang did not raise any objection towards the action.

BRITISH TROOPS FOR NORTH CHINA.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, May 30th.

Reuter understands that in view of the situation in Honan, it has been decided to send at least one battalion of British troops to North China, probably to Tientsin.

DE PINEDO ON TERRA FIRMA.

[THROUGH REUTER'S AGENCY.]

HORTA, Azores, May 30th.

De Pinedo has arrived.

[The Marquis de Pinedo, the intrepid Italian aviator, while flying to the Azores had to alight in the sea, and was being towed to his destination.]

BRITAIN AND EGYPT.

STRAINED RELATIONS.

BATTLESHIPS SUDDENLY DISPATCHED.

[THROUGH REUTER'S AGENCY.]

MALTA, May 29th.

The battleships *Barham*, *Royal Sovereign*, and *Malaya* have left on sudden orders.

It is believed they are proceeding to Egypt.

LATER.

Evidence Of Disquietude.

There has been evidence of disquietude during the past week in political circles in Cairo, where, it is gathered, relations between the British and Egyptian Governments are strained, as shown by the following incidents:—

Reporting on the estimates of the Ministry of War, on May 24th, the War Committee, in the Chamber of Deputies, stated that while proposing to increase the Army and create a Naval School, they had suppressed the provision for the Sirdar, declaring that the post no longer held significance, as "the presence of Parliament and Ministerial responsibility sensibly reduced the prerogatives attaching to it."

Lord Lloyd immediately informed the Premier, Sarwat Pasha, that the post must be held by a British officer of high rank, adding that since Britain reserved the right to defend Egypt against aggression, certain control must be exercised in the Frontier Districts Administration, notably by the maintenance of a British Chief.

The Chamber on May 26th discussed for two hours the visit which Lord Lloyd paid to Minia, in Upper Egypt on April 30th, at the invitation of local notables. The speakers declared that the visit outraged the country's independence and dignity, and they condemned those giving such a reception to a foreigner as was the prerogative of King Fuad.

IRISH GUARDS.

PRAISED BY HIS MAJESTY.

[BRITISH WIRELESS SERVICE.]

LONDON, May 29th.

H.M. the King delivered a stirring address to the Irish Guards when, yesterday, accompanied by the Queen, he presented the regiment with new colours, in the grounds of Buckingham Palace.

His Majesty said, "Fourteen years ago I gave you new colours. You were a young regiment then, and the colours bore no honours upon them. Fourteen months later, you were earning your first honours in the retreat from Mons, and, let it be remembered that a retreat is a supreme trial of discipline and endurance in the soldier, for those who can pass brilliantly through that trial will not be found wanting in the day of attack.

I am not going to recount the whole of your services, but only mention three names—Ypres 1914, Somme 1916, Cambrai 1917. In the first you showed that no losses and no perils could undermine your steadfastness, even if you could not retaliate, while in the two last the sting and persistence of your attack evoked the admiration even of your enemies. The Irish Guards Regiment, which fought through the Great War from the beginning to the end, is no longer a young regiment. If you have not the names of Marlborough's and Wellington's victories on your colours, as have your older companions of the Brigade of Guards, you have borne yourselves valiantly in the fiercest and most stubborn contest in military history.

You have made a great beginning. Go on and prosper. I can count on you to take your share of such prizes as may be won in peace, and if, which God forbid, war should come, I know you will maintain the honour of the Household Brigade and of the Irish Guards."

OBITUARY.

FORMER WELL-KNOWN BRITISH OFFICAL.

[THROUGH REUTER'S AGENCY.]

LONDON, May 30th.

The death is announced of Mr. Charles William Campbell.

[Mr. C. W. Campbell, C.M.G., F.R.Stat.S., F.R.G.S., was formerly a well-known British official in China. He became a student-interpreter in China in 1884; 2nd Class Assistant in 1891; 1st Class in 1897; H.M.'s Vice-Consul at Shanghai, 1899-1900. During the Boxer trouble he was attached to Admiral Seymour's Force and was mentioned in despatches. In 1900-1 he was Acting Consul-General at Tientsin; in 1901-2 and again in 1905-6 he was Acting Chinese Secretary at Peking. For a brief period (1903-4) he was Acting Consul-General at Canton and at Cheng-Tu in 1905; Consul at Wuchow from 1900 to 1906, and from the last-mentioned date till 1911 he held the highly responsible position of Chinese Secretary at the British Legation in Peking. The late Mr. Campbell, at the time of his death, was in his 67th year.]

THE CHARGES AGAINST COLIN MAYERS.

END OF THE OLD BAILEY TRIAL.

STATEMENT TO THE PRESS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 30th.

At the conclusion of the trial, held *in camera* at the Old Bailey, of Colin Mayers the Lord Chief Justice admitted the Press. His Lordship stated that the prosecution had withdrawn the more serious of the charges and that Mayers had pleaded guilty to offences under the Official Secrets' Act. His Lordship was satisfied that Mayers, in retaining the plans, had no purpose prejudicial to the safety or interest of the State, his object apparently being to improve submarines for the British Government. He had therefore bound over Mayers on his own recognisances.

FRENCH NAVY.

SQUADRON TO VISIT ENGLAND.

CORDIAL WELCOME.

[BRITISH WIRELESS SERVICE.]

LONDON, May 29th.

Portsmouth is preparing a magnificent welcome for a squadron of eight French warships, which, under the command of Rear-Admiral Pirot, will arrive there to-morrow.

On Thursday, French Officers and men, accompanied by British officers and men, will visit London, where they will make a tour of the sights and be received by the Lord Mayor at the Guildhall, and attend the Royal Military and Naval Tournament.

On Wednesday, a number of Frenchmen will see the Derby run at Epsom.

The French squadron is to leave Portsmouth on Saturday.

This visit is welcomed in the Press, which moreover attaches special interest to it from a naval standpoint. The eight ships represent three of the latest types of French warships, and each is capable of steaming 33 knots.

BRITAIN AND RUSSIA.

DEPARTING STAFFS.

[BRITISH WIRELESS SERVICE.]

LONDON, May 29th.

Thirty-five Soviet officials have already made preparations for their departure, and will leave London next Tuesday in the Soviet ship *Yousar*.

In regard to the representation of British diplomatic interests in Russia, after the departure of Sir Robert Hodgson from Moscow, it is stated as probable that Norway may assume this responsible duty.

U.S. AIR DISASTER.

FOUR ARMY AVIATORS KILLED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, May 29th.

Four airmen of the United States Army have been incinerated in an Augusta machine, which had just risen to 400 feet when one of the engines failed, and the plane crashed in flames, in full view of several thousands of people.

BASEBALL.

A CORRECTION.

[THROUGH REUTER'S AGENCY.]

In the U.S. baseball results on page 11, the scores of a match in the National League (on Friday) were given as

Chicago, 1; Cincinatti, 2.

Chicago's score should have been 11.

MR. A. J. BAGAS SUCCESS.

LOCAL SCHOLARSHIPS AND BRITISH BAR FINALS.

In the *London Times* of April 28th appears the name of Mr. Armand Joseph Braga (of Hong Kong) who passed the Bar Finals Examination with Honours. The Examination was held at the Inner Temple in March.

Mr. Braga is 27 years of age and was educated in Hong Kong and Singapore. He passed his Oxford Preliminary Examination in Hong Kong in 1914, the Cambridge Junior and Senior at Singapore, and finally Matriculated at Queen's College, Hong Kong, in 1917, taking the Bellilios and Arculli Scholarships for English and English History. He was articled to Mr. Haywood of Hong Kong in 1917 but left in 1920 to become a travelling representative for the Vacuum Oil Company. He finally decided to pursue his Law studies at the Bar, and left for England early 1925, and after joining the Middle Temple successively passed the five Bar Examinations, and one at the London University. These were accomplished in a comparatively short time and he is now reading in Chambers and will most probably come out to Hong Kong early next year.

THE CAVITE PLOT.

CONFIRMED BY ADMIRAL IN COMMAND.

HOW THE PLANS WERE REVEALED.

[THROUGH REUTER'S AGENCY.]

MANILA, May 30th.

Admiral Kittelle, commanding Cavite, in confirming the reports of a plot to blow up the Cavite ammunition dump, said that Soviet agents had been active in the Philippines. Recent seizures at the Soviet Embassy in Peking revealed plans here. Precautions had immediately been taken to prevent trouble and all *legionaries* members working in the Cavite yard had been immediately ordered to resign from the Legion or be discharged.

The Admiral said the plot also had been revealed to him by loyal Filipino labourers. The total Filipino personnel in the yard numbered 2,600.

PRESENTATION AT UNION CHURCH.

MR. AND MRS. COUSLAND'S SERVICES.

CHAIRMAN'S WARM TRIBUTE.

At the conclusion of the morning service at Union Church, Hong Kong, on Sunday, the congregation assembled in the Lecture Hall to bid farewell to Mr. and Mrs. A. S. D. Cousland, and the opportunity was taken to present a parting gift of a cut glass and silver inkstand, suitably inscribed.

In making the presentation, Mr. E. Banfield-Cubey, Chairman of the Committee, mentioned that Mr. Cousland had been connected with the Union Church for more than twenty years. Nineteen years ago he was Superintendent of the Sunday School and he had also served in the offices of deacon, trustee, member (and Chairman) of the Committee of Management, and as treasurer. It was in the office of Treasurer that Mr. Cousland's most arduous work had been done, for the finances of the Church involved a considerable amount of work. Speaking on behalf of the Church, he desired to convey their best thanks to Mr. Cousland for all he had done and to assure him of their grateful appreciation. Not less would they associate Mrs. Cousland with this, for she too had been a very willing and assiduous helper. Most of them looked forward to the day when they would say good-bye to the Colony, and he congratulated Mr. and Mrs. Cousland on the attainment of that desire in the heyday of life. They had said good-bye to Mr. Cousland on a previous occasion when health demanded a change, but they were pleased that this time there were no such regrets. They were going, he understood, to settle in the "better half" of Great Britain, where they would have the joy of uniting with their children in real home life.

"We all sincerely trust that much happiness may be their portion," concluded Mr. Cubey, "and in handing over this token of remembrance from friends at Union Church I would only add we wish Mr. and Mrs. Cousland and their family long life and the richest blessings that God can bestow."

Mr. Cousland suitably responded on behalf of himself and Mrs. Cousland, remarking that he took the form of the presentation as a hint to keep in touch and maintain the many friendships established in the course of the years he had been connected with Union Church.

A WARNING TO 'BUS DRIVERS.

IRREGULAR SERVICES.

NAVAL OFFICERS GIVE EVIDENCE.

A driver employed by the China Motor Bus Company was fined $10 at the Kowloon Magistracy for what is stated to be a common offence—issuing tickets to a certain destination and failing to complete the journey owing to lack of passengers.

Flying-Officer Mallory and Lieut. J. R. Wood, R.N., appeared to give evidence against the defendant.

Lieut. Wood said that at 6-0 p.m. on May 15, he and Flying Officer Mallory mounted a bus for Kowloon City. The front seats were all occupied, so they sat at the back in the second-class. The conductor attempted to charge them 20 cents each, instead of the usual second-class fare—10 cents—and this they refused to pay.

A Tsim-sha-tsui the conductor turned the board bearing the destination of the bus, and at Hunghom the vehicle stopped and turned up a side street. The defendant told the officers that the bus would go no further, and they were compelled to dismount.

Defendant said that his directions were to go to Hunghom and not to Kowloon City. He did not know that the board had been turned by the conductor.

The Magistrate remarked that in his opinion the driver had broken an implied contract with the public.

LINDBERGH IN LONDON.

ENTHUSIASTICALLY WELCOMED.

[THROUGH REUTER'S AGENCY.]

LONDON, May 29th.

There were 50,000 people present at Croydon aerodrome when Capt. Lindbergh landed from Brussels, at 6 o'clock in the evening, including the American Ambassador, the Swedish Minister, Sir Samuel and Lady Hoare, Air Vice-Marshals Sir John Higgins and Sir Sefton Brancker, the former representing the Air Council, and Lord Thomson, representing the Royal Aero Club.

The Landing.

The crowd had swollen to 100,000 when Lindbergh landed. The airman, after struggling through the crowd, was almost in a state of collapse, and exclaimed "For God's sake, save my machine!" the machine being slightly damaged by the pressure of the crowd.

Subsequently, addressing the crowd through a megaphone, Lindbergh said, "It has been a fine reception, almost as bad as the one at Le Bourget," at which the crowd laughed uproariously.

The Departure From Brussels.

Lindbergh's flight from Brussels to London was a most triumphant one. Prior to his departure from Brussels, their Belgian Majesties inspected his machine, and the Burgomaster presented him with the city's gold medal in the town hall. Shouts of "Vive Lindbergh!" attended his departure. He was escorted by five Belgian military planes half-way to the sea.

A dozen British aeroplanes met him off the English coast, and escorted him, whereby he flew over London before landing at Croydon.

When he was first sighted at Croydon, a section of the crowd got out of hand, and rushed to the centre of the aerodrome. The police pushed them back.

London's Surging Crowd.

Lindbergh twice circled the aerodrome, and then volplaned down, but as soon as his wheels touched the ground, the crowd broke the fence and rushed towards the aeroplane. Lindbergh quickly rose in the air and circled again over the aerodrome, while the police cleared a small space on which he landed, smiling and waving his hand. The police pushed through the crowd, and enclosed the aeroplane with a rope.

Lindbergh was bundled into a motor-car, and struggled to the customs house, where an official reception was held. Subsequently Lindbergh appeared on the balcony of the control tower, and similingly waved to the wildly enthusiastic crowd, after which he was smuggled out of the aerodrome in a motor-car and driven to the American Embassy.

A Few Casualties.

LONDON, Later.

Only six persons were slightly injured in the crush at Croydon, but it is nothing short of marvellous that hundreds were not injured, declared an aerodrome official. The Brigade of Guards might have kept the landing ground clear, but would have had their work cut out.

Only the tail of Lindbergh's machine was damaged.

While the crowds were still surging over the ground, a French mail liner arrived, and the people were so close that the draught of the propellors blew off many of their hats.

Lindbergh, interviewed by Reuter, stated that he intended to continue flying, and may make other big attempts. He said he could have taken a passenger, as he found after leaving New York that he might have carried another 1,000 pounds.

JUNK PIRACY.

LOCAL TRADING BOAT RAIDED.

PASSENGER AND SON OF MASTER KIDNAPPED.

Another local trading junk has been pirated, a passenger and the son of the master being kidnapped by the raiders.

A report of the incident has been made to the local police by Leung Tak, master of the junk. He states that the junk left Shaukiwan on May 21st with a crew of four men and one woman. On May 23rd they arrived at a point off Ma Kong, in Chinese waters, and two Hoklo boats, with about 20 men in each attacked the junk, firing about 30 shots at them as they approached. The master was ordered to lower sails and "heave to," which he decided was the best course to adopt as the attacking boats were obviously moving faster than his craft.

When they got alongside, about 20 of the raiders boarded the junk armed with rifles and revolvers.

They ransacked the vessel and took jewellery, and clothing to the value of $100.

The junk was then taken to Tai Chau, and the pirates remained on board for 24 hours, and when they left they took with them as captives a passenger, who is a native of Tai Chan, and also the son of the junk master.

RACING NOTES.

[By RAPIER.]

Fourth Extra Race Meeting.

The Race Book is already out for the above Meeting and the entries are unusually good. The presence of several ponies from Macao adds to the interest and uncertainty of the racing. My selections for the various races will be published on Saturday morning.

Vale.

Mrs. R. J. Paterson and her son Burgess are leaving tomorrow on the *Empress of Canada* for Home on holiday. Mrs. Paterson is an unusually keen hunting woman (huntswoman sounds better but unfortunately, is not correct) and a staunch supporter of flat racing. Burgess is also a fearless young rider and worthily upholds the family racing traditions. It is fortunate that Mrs. Paterson is going away in the off season but she will nevertheless be very much missed when hunting and racing starts again. She and Burgess will carry with them the best wishes of all those connected with local riding for a pleasant holiday and an early return to the local field and track.

THE DERBY.

SLIGHT INJURY TO THE FAVOURITE.

[THROUGH REUTER'S AGENCY.]

NEWMARKET, May 30th.

While at Newmarket Railway Station this morning, being boxed for the Derby, the favourite "Call Boy" became restless and slipped up, slightly grazing himself.

The horse, however, was quite well and was entrained with the other Newmarket horses.

THE CALCUTTA SWEEP.

PRIZES BIGGER THAN EVER.

[THROUGH REUTER'S AGENCY.]

BOMBAY, May 29th.

It is understood that the total of the Calcutta Sweep on the Derby, which will be available for distribution, will be over £370,000.

The holder of the ticket drawing the winning horse will get about £168,000, the second about £84,000, and the third about £42,000. Drawers of other horses will get about £1,000 each.

INTERPORT CRICKET.

TRIANGULAR TOURNAMENT SUGGESTED.

MALAYA AND SHANGHAI TO COME HERE?

The following from a Shanghai contemporary will be of interest to Hong Kong cricketers.

SHANGHAI, May 25th.

The visit of the Hong Kong Interport cricket team to Shanghai this year has definitely been abandoned. It was Hong Kong's turn to come to Shanghai during May, but in view of the unsettled local conditions, Shanghai suggested that the visit might be deferred till the autumn.

Hong Kong replied to the effect that as a team from Singapore would be visiting Hong Kong in the autumn, it would be difficult to arrange for Hong Kong side to come to Shanghai, and instead, an invitation was extended to Shanghai to send a team to Hong Kong at the same time as Singapore, in order to make a triangular contest.

We understand (says the *N.-C. Daily News*) that a provisional acceptance has been sent to Hong Kong, and in the event of nothing untoward happening in the meantime, Shanghai, Hong Kong, and Singapore will be playing at Hong Kong in the late autumn. It is probable that a Hong Kong team will come to Shanghai next May.

Invitation To Be Sent This Week.

Mr. L. S. Greenhill, hon. secretary of the Hong Kong Cricket Clug, states that discussions with Shanghai have been quite informal but that the official invitation will be sent towards the end of this week.

An invitation had already been extended to Singapore but the reply has not been received yet.

The last triangular tournament played here was in the autumn of 1924, when Hong Kong defeated Shanghai and Malaya and Shanghai beat Malaya.

In 1925 Hong Kong won at Shanghai. Last year a Hong Kong team lost to Malaya and Shanghai won here.

It is hoped to stage the projected triangular tournament in the middle of November.

ABOLISH THE RICKSHA!

COOLIES' PITIFUL LIFE.

A PENANG OPINION.

In an editorial, The *Penang Gazette* pleads for the abolition of the riesha as an anachronism, as follows:

Most Europeans coming East for the first time have experienced an unpleasant sensation on first riding in a riesha. It conflicts with their notions of the essential dignity of man, whether European, Chinese, Hottentot or Pigmy, to see him acting as beast of burden.

There arises too a feeling that to run in the shafts of a carriage containing a human being is a physical strain which he can with difficulty endure. Therefore it is no uncommon thing to see a European on his first riesha ride bidding the coolie to walk and not to run.

Those sentiments soon wear off. The newcomer discovers that no one else feels as he does and that the riesha is the only convenient way of making short journeys. In a very short time the new comer looks upon the "riesha puller" as an essential of the East.

Is It Essential?

But, considering the matter in all its aspects, is the riesha an essential? Can we, in the first place, finally rid our minds of the idea that drawing a riesha is a degrading occupation for a human being. The coolies themselves in need, do not appear at all conscious of their position; they are on the whole a most cheerful and contented looking set of men.

But the onus of deciding rests not on them but on us. It is we who employ them in this way and it is for us to reconcile this employment with our own humanitarian pretensions.

The Working Life.

Some will pretend that if we ceased to employ riesha coolies as such they would starve. This we do not believe. There are enough industries and occupations in British Malaya to absorb all the riesha coolies if the absorption were organized in the proper way. The Dutch do not employ riesha coolies in their colonies—certainly not in Sumatra—but they do not suffer from a glut of labour.

Then there is the question of the working life of the coolie himself. We have it on good authority that the average working life of a riesha coolie does not exceed ten years. If he were employed in other industries his period of usefulness would be doubled.

And is riding in a riesha a desirable mode of propulsion? Those of our readers who are not too hardened, let them consider the unpleasantness of sitting within a foot or so of a half-naked and sweating coolie. Besides, a riesha, for any distance, is distressingly slow. It takes an hour, at least, to go six miles. When it rains you are enclosed in a stuffy and leaky box.

The Alternative.

What, you will ask, is the alternative? Cross the Straits of Malacca to Medan and you will see. There are no rieshas there. Instead there are neat little pony carriages. Each pony carriage will carry two or three if necessary. The pony goes twice as fast as a riesha and there is a wide awning to keep off the rays of the sun. Instead of the discordant yell of the coolie clearing the way, there is the musical clinging of the bells. As to the relative cost, there is nothing in it.

The Government and the various Municipalities and Sanitary Boards in Malaya have considered the abolition of rieshas but the matter has been allowed to drop. The traffic problem is now bringing it to the fore again, and we trust that it will end with the abolition of these anachronisms of the road.

CHINESE PASSENGER TRAFFIC.

The excess of arrivals over departures among Chinese passengers arriving in the Colony by river steamers showed a decrease on previous weeks according to the return for the week-ending May 22nd. There were only 2,228 more arrivals then departures compared with three times this figure and ever more in previous weeks. Ocean-going steamer returns showed that there were 1,430 more departures than arrivals.

The return shows:—

ARRIVALS.

Ocean steamers	9,055
River craft	26,696
	35,751

DEPARTURES.

Ocean steamers	10,485
River craft	24,468
	34,953

THE "GANGES MARU" IN TROUBLE.

BROKEN RUDDER AND IN TRACK OF TYPHOON.

SAFE AND NOT NEEDING HELP.

The s.s. *Aeneas* while on a voyage here from Taku Bar *vid* Shanghai, picked up a wireless message from the s.s. *Ganges Maru* which stated that her rudder had been broken. Her position was Lat. 21 deg. 49 min. N. Long. 115 deg. 7 E. Assistance was not required.

The *Ganges Maru* is one of the largest of the O.S.K. freighters. She was lying up to a late hour last night, near the Pratas Shoals, in direct line of the typhoon.

The s.s. *Aeneas* was not the only ship to pick up her wireless message, the first indication that she was in trouble being received by the *Empress of Canada*. At 9.30 a.m. yesterday H.M.S. *Thracian* was sent to her aid. The *Niffo Maru* and the tug *Henry Keswick* have also left Hong Kong to stand by.

The s.s. *President Madison* on her way from Manila wirelessed her agents here that she was changing her course to go to the assistance of the *Ganges Maru*. The *Madison* which was due to arrive here yesterday at 2 p.m. came in last night, at about 11.30 p.m.

Later Reports.

Later reports received from the local offices of the O.S.K. states that the *Ganges Maru* was safe and that she did not need any assistance, having effected repairs, and was proceeding on her course.

This report corroborates the wireless message received by the s.s. *Aeneas*. From the previous reports, it was evident that the Ganges Maru had met with severe weather soon after leaving Hong Kong for Takao (Formosa).

The *Ganges Maru* is a freighter of 4,388 tons gross, having a length over all of 345 feet, a beam of 49.8 feet, while she draws 28.1 feet of water.

FARMING THE WASH.

MAYOR OF KING'S LYNN'S VISION.

FERTILE PLAIN FROM THE SEA.

A fertile plain extending over what is now the Wash, and becoming one of the principal food-producing areas of the country, is the vision of Colonel G. G. Woodwark, the mayor of the Norfolk town of King's Lynn.

For many years Colonel Woodwark has been one of the advocates of reclamation of that area over which the sea now runs to a depth varying from a few inches to several feet. Slowly but steadily the work of rescuing this area from the sea has gone on year by year, and considerable tracts of marshland have been turned into fruitful acres. The most recent stretch of sea bottom to be added to the area of England is about 300 acres in extent on the right bank of the Ouse.

Another 1,000 acres in the same part, it is stated, are "ripe" for reclamation, and the supporters of this development want the whole problem to be tackled on a big scale.

It is stated that the cost of reclaiming the Wash might be as much as £10,000,000, but its advocates contend that if this work were carried out by the Government the initial cost would be repaid by the high value of the land, for which remarkably high prices are obtained.

Great Drainage Scheme.

The river has brought down rich soil and deposited it in the Wash, but is silting up its course, with the result that floods are becoming more frequent over the Fenlands. To overcome this a great drainage scheme, which will probably cost £2,000,000, has been planned. The Bill authorising the scheme was introduced into the House of Commons recently, but there is opposition from some of the authorities interested.

It is proposed under the scheme to "gather" the river into a single channel by constructing concrete banks, 7 miles long, into the Wash. This, the experts claim, would allow a free ebb and flow of the tide and prevent the silting up of the river bed.

Colonel Woodwark, discussing the scheme said:

The drainage scheme will go a long way towards the reclamation of the Wash, and will, I believe, make it possible to add about 300,000 acres on either side of the channel. With our modern methods of dealing with land this soil could be under cultivation two years after the sea has been diverted, and within 10 years should be among the most fruitful in the country.

WHAT YOUTH IS THINKING.

OPINION OF THE MODERN BOY.

ARTICLE BY 19-YEAR-OLD GIRL STUDENT.

"What I think of the modern boy" is the subject of an article by Miss Mollie Chamberlain, a 19-year-old student (who has just gone to Oxford), which appeared in the *Western Weekly News* last month. Her criticism of the modern boy is very provocative.

Miss Chamberlain, who is a brilliant example of the clever modern girl, writes:—In the Latin tongue, the word "juvenis" meant equally "youth" or "warrior." Shakespeare had the same idea of youth as essentially active and warlike, when he said in Henry V.,

"Now all the youth of England is on fire,
And silken dalliance in the wardrobe lies."

The swashbuckling roysterer of the past, however, was effectively swamped in the wave of Victorian respectability; and, when at last youth once more struggled to the surface, it took as its hero either a Noel Coward or Douglas Fairbanks.

The modern boy is, like all his male ancestors, a constant proof of the Darwinian theory—that one must have individuality above all things.

In company with the modern girl, the youth of to-day has to endure a great deal of discussion and adverse criticism. Our revered elders seem to find us incapable of thought on any subject deeper than the Charleston!

Yet you will find many of us standing for hours to see Shaw, Galsworthy, or "The Constant Nymph." It is true that the Fairbanks type may prefer "No, No, Nanette," but so did his fathers! The criticism we have to face is not all unfair, but there is another side to the question.

The modern boy was at school during the war, when his elder brothers, who should have licked him into shape, were far away. When at last some of them came back he was too far gone to be rescued.

No One Normal.

"The old order changeth." The modern boy has seen that in times of crisis age has often to depend on youth. No one is normal yet—1918 is as near as ever it was—and the modern boy, whose nerves have probably never recovered from the shock of his early childhood, has taken the only possible line of defence.

He has built round himself a wall of impudence and cynicism to hide his feelings. He cannot talk of patriotism in the loud strains of the Elizabethans or the Victorians, but he is none the less sincere and loyal.

He is as reserved with his region; if a well-meaning gentleman goes up to a modern boy (as one did recently to my brother), and asks pathetically "Have you been saved?" the reply will be a cheerful grin!

Sentimentalism has no place in modern life, but there have been moments when the heel of Achilles has peeped through the satirical armour, and sympathy has struggled with self-control.

One Sunday morning last spring, I took a walk in Hyde Park. There was the usual crowd, looking, I thought, a little cleaner and less jaded than usual in the clear sunshine that comes after an English spring shower.

Wanted Spanking.

Being a girl, I was most interested in the men, and I was amazed at their pale complexions. Most of them wanted spanking, and putting to bed with Malted Milk every night for months!

Their only originality was in the varying width of their trousers and in a certain colourful taste in ties; a yawn was their comment on life and the world in general.

The other type was even more terrible, and much less amusing; they were "hearty youths," seemingly full of beef and beer, with the good-natured stare of pensive cows. Personally, I prefer the "Cowardly" cynicism of the first to the limited vocabulary of the second—"damn," "super," and "divine" are apt to pall, when applied equally to everything in life, trivial and serious.

A fortnight later I was again in the Park, but only after passing a pompous policeman, my special pass held proudly in my hand; and I saw these same pallid young men. They were flushed with exertion, grimy with unwonted labour, and eating with tremendous appetites "sausage and mash," or the celebrated Y.M.C.A. steak.

Their polite mouths, comfortably full, were forcibly expressing their views on the General Strike. The energy and good humour that sparkled everywhere during those adventurous ten days were youth's answer to his accusers.

Some time ago, I read an article in an evening paper by the head master of a famous public school.

(*Continued on next Column*).

THE PRINCE IN SMUGGLERLAND.

GHOSTS WHICH HAUNTS HIS NEW HOME.

GIPSY NEIGHBOURS.

The largest gipsy encampment in Surrey will be the nearest neighbours of the Prince of Wales when he settles down for the summer months in the Duke of Sutherland's romantically situated house at Pitch Hill.

Five square miles of densely wooded tableland, known as Hurt Wood, back the house, which crowns the southern escarpment of the North Downs more than 800 feet above sea level. Every clearing in the forest bears tangible evidence of the presence of the Romany race. Blue smoke from camp-fires curls up between the red-stemmed pine trees, and homely tents, caravans, and tethered horses are seen on every side.

Twenty minutes' walk through the wood from the Prince's retreat stands the little portable schoolhouse in which the Surrey County Council are making the first serious attempt by any English local authority to educate gipsies.

The Hurt Wood gipsies are for the most part a law-abiding people. The school, thanks largely to the efforts of Mr. and Mrs. Milner, the headmaster and his wife, has already accomplished a lot of good work. Three times daily it is filled with eager, swarthy-skinned pupils. The children attend in the morning and afternoon, and in the evenings you may see veteran gipsies of three score and ten struggling with the "Three Rs" or listening with rapt attention to geography or history lessons illustrated by the cinematograph.

Romantic Pupil.

One of the junior pupils, a gipsy boy named Sayers, is certain to attract the interest of such a sportsman as the Prince, for he is said to be a direct descendant of the great Tom Sayers, who fought the historic fight with Heenan over half a century ago.

Romantic associations of smugglers and smuggling centre round the Prince's new summer home. There were wild nights there a century or so ago, for one of the best-known smugglers tracks, which passed through the "hidden ways" of Sussex, came through Ewhurst, and crept up Pitch Hill, through a deep-sunk lane, just to the western side of Summerfold, and thence through Hurt Wood, where it still bears the name of the Smugglers Road, down to the village of Shere.

Other, and older, ghosts haunt the neighbourhood of Pitch Hill when the shades of evening steal over the Surrey Weald. The Prince will see from the loggia before his house the line of the old Roman roadway that ran from Roman Wood, on Stane Street, in a north-westerly direction, to the Romano-British camp on Farley Heath. This track, which has often resounded to the tramp of the Legions, passes within a few hundred years of the Prince's new home.

The writer declared that boys have no longer the spirit of adventure that lived so splendidly in Drake and Ralegh—they had lost "the Nelson touch." The modern boy, he said, would not go sailing "on uncharted seas."

I was particularly surprised at the head master's remarks, for whatever extraordinary notions enter the minds of other masters and mistresses, the heads usually seem to be amongst the understanding ones of the earth.

Charleston—Youth's Last Kick.

Has it occurred to him since, I wonder, that the modern boy flies through unknown skies? that, week after week, a modern Icarus is killed in his search for high adventure? that children of sixteen have died in the perfecting of a submarine?

To die with Sir Richard Grenville in a splendid fight against the magnificent Spaniards is certainly heroic; but the sickening drop, and the white fingers of treacherous clouds about your forehead as you plunge on the long fall to death are things to terrify even Ralegh the Debonair.

Each age must have its own courage its own unhonoured heroes; but, in our English devotion to the past, let us not forget those other of our present-day young explorers who, not even granted a glorious death, have too often to live in blindness or as cripples because of their devotion to science and adventure.

The modern boy's great virtue—some might say his only virtue—is his capacity for friendship; for a girl, this is a tremendous advantage. He is not only a dancing partner; he is often no less a general refuge in time of family stress.

It is largely through him that girls have advanced in the progress towards emancipation. The Charleston—much maligned but extremely exhilarating—is youth's final kick at convention; and, if he occasionally hurts his own shins in doing so, the bruises are life's perennial reward for pioneers.

THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. *Ask your Doctor!*

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

W. R. LOXLEY & CO., SOLE AGENTS.

"King George IV" Scotch Whisky

SOLE AGENTS:

GANDE, PRICE & CO. LTD.

HONG KONG.

MOST PRECIOUS STONE.

DEALER SAYS THE EMERALD.

WOMEN AND DIAMOND PRICES.

West End jewellers and diamond merchants are being besieged by people who, having invested capital in diamonds, are now perturbed by the statement of Sir Ernest Oppenheimer, chairman of the Anglo-American Corporation of South Africa, that unless that output of alluvial diamonds is regulated the time may come when it will not pay to produce diamonds in that country.

To all these anxious inquirers experts return the same answer:

If your diamonds are really fine ones, you have nothing to fear, but if they are only small stones—what are called in the trade mêlée—you probably do stand to lose, because this is what alluvial diamonds are for the most part.

Not Enough Fine Diamonds.

Mr. W. Ogden, diamond merchant, of King-street, S.W., said:

The real position is that there are not enough fine diamonds for people who want them. At the moment there is an inquiry for a 10-carats stone, and it cannot be supplied in London. That stone will cost the purchaser anything from £200 per carat upwards. Only the other day I sold a diamond at £450 per carat.

Mr. Ogden mentioned that now the emerald is the "most precious" of precious stones:

A specimen emerald is worth anything up to £1,000 per carat. Only the other day I sold an extra fine specimen at £1,250 a carat.

Woman's Experience.

In face of these repeated assertions of diamond merchants that the price of good diamonds is not falling the following letter from a woman correspondent is of interest:

I have just received under a bequest a five-stone diamond ring. Three months ago it was valued in New York for the purposes of probate at £100. Now in London the best offer I can get for it is £55—a difference of £45 compared with the American probate valuation, which is always understood to be made on a conservative basis, something like 50 per cent. of the real value.

A parallel to the present diamond situation is provided by that of natural pearls as compared with the culture or Japanese variety. "The culture pearl," said a merchant, "is generally small and only competes with the small natural pearl, and then not to a great extent. Large pearls are not affected at all in price by this new competition and, indeed, pearls are as popular as diamonds and nearly as expensive."

THE MERCANTILE FLEET OF JAPAN.

TWENTY-SEVEN CENTURIES AT SEA.

PHENOMENAL GROWTH IN RECENT YEARS.

NIPPON YUSEN KAISHA'S GREAT INFLUENCE.

Japan, with a seafaring background of twenty-seven centuries, has a proud record of maritime expansion, and the chief contributor to her present established position as the third greatest power in the merchant marine world is the Nippon Yusen Kaisha. While the early history of Japanese trading shows its influence mainly confined to Eastern waters, about 1870 a great light dawned upon the people of the Mikado's empire and from that time on events moved at first slowly and then, gathering impetus, at lightning speed. From 10,000 tons in 1891 the Japanese merchant fleet jumped to one and a half million tons in 1914. The war period added another million and it has since continued to expand.

Mr. S. Sakamoto, general manager in New York of the N.Y.K., is justly proud of his company's share in Japan's achievements.

"Japan ranks third amongst great maritime powers of the world," he told *The Nautical Gazette* in an interview last month, "the latest statistics showing that there are more than three and a half million gross tons owned by her. In every important trade route of the world, vessels flying the Rising Sun ensign are seen, manned exclusively by Japanese subjects. Being an island country, Japan has been since its foundation —over 2,700 years ago—a natural maritime nation and her people are born sailors.

A Pioneer Company.

"About 1870," he continued, "a pioneer steamship company was created, and later was reorganized into the present Nippon Yusen Kaisha, but it did not make any remarkable progress for the following twenty years and in 1891 the total tonnage was only 10,000. After this period, however, it suddenly began to expand by leaps and bounds and in 1897 the tonnage amounted to 27,000, in 1898 to 470,000 tons, in 1903 to 510,000 tons, in 1906 to 1,000,000, and at the beginning of the World War in 1914 to 1,500,000 tons. The extraordinary situation of ocean transportation caused by the World War added another million tons. With this tonnage Japan contributed a great deal to the world trade during the war time.

"The leading shipowners of Japanese flag vessels are: Nippon Yusen Kaisha (N.Y.K. Line), Osaka Shosen Kaisha (O.S.K. Line), Kokusai Kisen Kaisha, Kawasaki Kisen Kaisha, etc.

One Of World's Largest Fleets.

"The Japan Mail Steamship Company, generally known as N.Y.K. Line, is one of the largest shipping firms in the world, having in its active service at present a fleet of 140 vessels with 730,000 gross tons. The network of the services reaches every corner of the globe where more than two hundred branch offices and agents are located. The company is mainly responsible for the third ranking of Japan as a maritime nation, coming next to Great Britain and the United States, and is the pride of the Island Empire of the Far East. One of the significant features of this company is that for many years they have maintained an annual stock dividend at about 10 per cent. and it was only last year they reduced it to 8 per cent. which is an unusually fair dividend for a shipping concern under the present condition of affairs.

"Between the Far East and American Continent, the company operates five regular lines, namely, Puget Sound-Orient, California-Orient, New York *viâ* Panama-Orient, West Coast of South America Orient and East Coast of South America Orient Lines. Out of the Pacific Coast ports, they maintain three sailings a month from Puget Sound and bi-weekly service from San Francisco and Los Angeles; from New York and other ports on the Atlantic seaboard two regular sailings a month and in addition to those frequent sailings West Coast of South America liners make call at Pacific ports once a month, also occasionally extra vessels are being berthed. During the war time, those lines contributed remarkable services to the foreign commerce of America.

Forty Years' Development.

"The N.Y.K. Line was organized in 1885, forty-one years ago, and has since steadily grown up into the present large organization, the late Baron R. Kondo, one of the world's leading shipping men, is mostly credited for the successful expansion of the company. Besides the American lines above mentioned, the company operates Far East-London Line, Far-East-Liverpool Line, Far East-Bremen-Hamburg Line, Japan-Australia Line, Japan-Calcutta Line and Japan-Bombay Line and many other foster lines between ports in the Far East. King Albert of Belgium took passage from India last year on one of their London liners.

"The company entirely owns the Nearsea Mail Steamship Company, commonly called K.Y.K. Line, the activities of which cover practically all the coasting trades on Japan and China. It is the dominating power in the nearsea of Japan.

"It is still fresh in the memory of shipping circles that the company took over the well known California-Orient service of T.K.K. Line a year ago this month and since then have made and are promising to make remarkable improvements. Last summer the steamship *Korea Maru* had the honour of carrying the Crown Prince of Sweden among her passengers from this country.

New Ships.

"Three quadruple screw motor-driven vessels are now under construction and are expected to enter into active service some time next year. The new vessels will be of 16,500 gross tons, with a speed of 19 knots, length 560 ft., beam 173 ft. Passenger accommodation will be arranged for 760 and the most up-to-date cargo facilities will be provided, including 500 tons of refrigeration space.

"The O.S.K. Line maintains foreign services to Puget Sound, New York, South America and India. The "K" Line and Yamashita Steamship Company are active in world trade of freight. The latter owns a few vessels, but mostly operate on charter basis."

THE FIRING ON THE "CHENAN."

SHOTS FROM ANTIQUATED CANNON.

ANTI-FOREIGN HATE?

The general opinion among the shipping community locally with regard to the firing by two armed junks at the Butterfield and Swire steamer *Chenan*, while she was on her way from Hong Kong to Swatow during the week-end, is that it was more in the nature of random and spiteful shots than a deliberate piratical attack.

The *Chenan* left this port for Swatow on Friday, and at 7.30 that evening, when she was about seven miles from Mandosa Island, Bias Bay, she was fired at from two junks. The *Chenan* was not in great danger. For two sailing junks to have attempted to board the *Chenan*, would have been a pretty hopeless task. Even if by some miracle of seamanship they had got alongside the officers and armed guards would have given them a pretty warm welcome.

According to reports reaching Hong Kong from the master of the *Chenan*, only three or four shots were fired, and none of them hit the steamer, which easily outpaced the junks. The shots are said to have been discharged from antiquated cannon.

On reaching Swatow on Saturday afternoon, the incident was reported by the master of the *Chenan* to the British naval authorities, but it was not considered necessary to despatch a warship to the area.

The *Chenan* has now left Swatow for Shanghai and Tsingtao.

(*Continued at foot of next column*).

CHINA COAST OFFICERS.

C.N.C.'s SALARIES.

At a recent meeting in Hong of members of the China Coast Officers' Guild and the Marine Engineers' Guild of China, a resolution was passed supporting unanimously a decision which was taken at a meeting of the combined Guilds in Shanghai on May 9th in regard to the reduction (as from April 1st) of the salaries of the deck and engineer officers of the China Navigation Co.

As a result of the resolutions, the Secretaries of the China Coast Officers' Guild and the Marine Engineers' Guild of China addressed a joint letter to Messrs. Butterfield & Swire, the local agents for the China Navigation Co., in which the company was requested to signify to the Guilds, in writing, by note on June 6th:—

(a) Its consent to submit the dispute to an adjustment board in accordance with the terms of the agreement of May, 1916; or, alternatively.

(b) To signify its decision to restore the salaries to the level prevailing previous to the reduction, as well as to refund to all ranks the salary percentage deducted since April 1st, 1927.

It is not known what action the Guilds propose to take in the event of the request contained in the above letter being refused.

She is a twin screw steamer of 2,200 tons gross. She was built by Scott & Co., of Greenock, in 1903, her dimensions being length 300 ft., breadth 40 ft., depth 20 ft. Her port of registry is London.

ECZEMA ON NECK TEN YEARS

Itching and Burning Were Terrible. Healed by Cuticura.

"For ten years I suffere with eczema which broke out on the back of my neck. The itching and burning were terrible, causing me to scratch. After scratching the eruptions water came from them and then they scaled over.

"I tried other remedies but they did not help me. I sent for a free sample of Cuticura Soap and Ointment which gave immediate relief. I purchased more and now I am completely healed." (Signed) Mrs. Florence E. Close, 13, Beresford Bldgs., Beresford St., Camberwell, London, S. E. 5, Eng.

Keep your skin clear and your pores active by daily use of Cuticura Soap. Heal irritations and rashes with Cuticura Ointment.

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Try the Cuticura Shaving Stick.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, May 30th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer..	29.58	29.55	29.49
Temperatur	86	77	86
Humidity ..	65	92	55
Wind—			
Direction	ESE	WNW	NW
Force ..	3	1	3
Weather ...	O	O	O
Rain	0.03	0.00	0.00

Highest open-air Temperature, 29th: 86
Lowest open-air Temperature, 30th: 76

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From May 31st to June 6th, 1927.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	31	m 8 57	7 3	m 2 42	2 7
		10 52 a	4 6	4 8 a	0 4
Wed.	1	m 9 32	7 5	m 3 11	2 9
		11 51 a	4 3	4 53 a	0 3
Thur.	2	m10 6	7 5	m 3 38	3 1
				5 39 a	0 4
Fri.	3	m 0 53	4 0	m 4 3	3 3
		m10 41	7 3	6 27 a	0 6
Sat.	4	m 2 2	3 8	m 4 27	3 5
		m11 18	6 9	7 21 a	0 9
Sun.	5	m 3 21	3 8	m 4 49	3 7
		m11 58	6 4	8 21 a	1 2
Mon.	6	No infer.	h. w	No infer.	l. w.
		0 49 a	5 9	9 22 a	1 4

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM AND CONTINENTAL PORTS VIA STRAITS.

CONSIGNEES per Co.'s Steamer "AGAPENOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 30th May.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 7th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

30th May, 1927. [4977

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON, AND STRAITS.

The Steamship "BENVORLICH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th June, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th June, 1927, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th June, 1927, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., LTD., Agents.

Hong Kong, 30th May, 1927. [4976

NORDDEUTSCHER LLOYD, BREMEN.

THE Motor Ship "FULDA" having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 6th of June, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe at 10 a.m. on the 2nd of June, 1927.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO., Agents, NORDDEUTSCHER LLOYD, BREMEN.

Hong Kong, 30th May, 1927. [4978

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

STEAMSHIP 'LIEUTENANT ST. LOUBERT BIE'.

BRINGING CARGO FROM DUNKERQUE, ANTWERP, MIDDLESBROUGH, LONDON, &c., ALSO CARGO FROM HAVRE, COGNAC, &c., EX S.S. "COMMANDANT MAGES."

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf & Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Friday, the 3rd June, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors: Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Tuesday, the 31st May, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.

Hong Kong, 25th May, 1927. [4961

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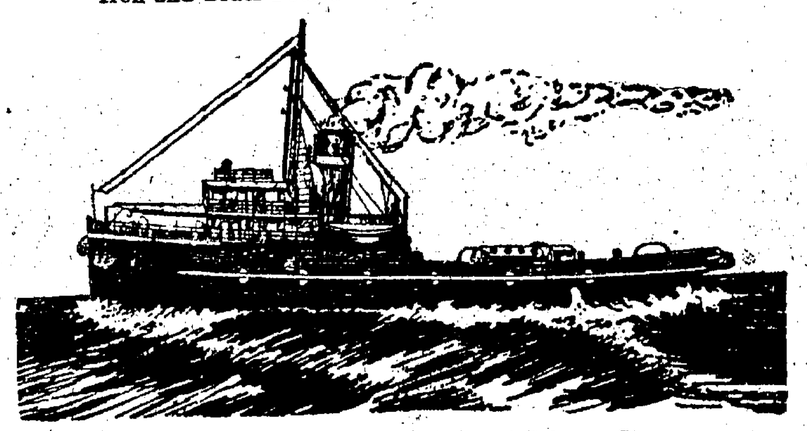

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‡ M.S. "RAMSES" (H.A.L.) ..... sailing from here on or about the 7th July
b M.S. "ERMLAND" (H.St.L.) ... sailing from here on or about the 15th July
‡ M.S. "VOGTLAND" (H.A.L.) ... sailing from here on or about the 8th Aug

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BOUND VOLUMES of the *HONG KONG WEEKLY PRESS*, January to June, 1926.
WITH INDEX, PRICE—$7.50.
On sale at the HONG KONG DAILY PRESS Office.

CHINA NAVIGATION
COMPANY, LIMITED.

HOIHOW, PAKHOI & HAIPHONG	"TEAN"	On 3rd June,	10 a.m.
SWATOW & SHANGHAI	"LINAN"	On 4th June,	Noon
SHANGHAI & TSINGTAO	"SHANTUNG"	On 4th June,	4 p.m.
AMOY, SWATOW & SINGAPORE	"CHINHUA"	On 5th June,	6 a.m.
SWATOW & BANGKOK	"KALGAN"	On 5th June,	10 a.m.
SWATOW, SHANGHAI, NEWCHWANG & DALNY	"LIANGCHOW"	On 5th June,	Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 6th June,	4 p.m.
AMOY, SHANGHAI & TSINGTAO	"SOOCHOW"	On 7th June,	6 a.m.
SWATOW & BANGKOK	"CHENAN"	On 9th June,	Noon.
SWATOW & SINGAPORE	"KWANGTUNG"	On 12th June,	D.L.
SWATOW & BANGKOK	"KIANGSU"	On 12th June,	11 a.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and *vice versa*, Have Now Been Reduced To
$60 SINGLE AND $90 RETURN.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
TELEPHONE CENTRAL 36.
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN-ORIENTAL LINE, LIMITED.
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HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONG KONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	11th June	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August
TAIPING	6th September	13th September

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents. [5
TELEPHONE: CENTRAL 36.

BOSTON, NEW YORK AND BALTIMORE
JOINT SERVICE OF THE
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(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)
Sailings from Hongkong.

s.s. "ELPENOR"	Via Suez Canal	5th June.
s.s. "CITY OF KOBE"	Via Suez Canal	13th June.
s.s. "AGAPENOR"	Via Suez Canal	3rd July.
s.s. "CITY OF CHESTER"	Via Suez Canal	17th July.
s.s. "HELENUS"	Via Suez Canal	31st July.
s.s. "CITY OF BEDFORD"	Via Suez Canal	14th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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HONG KONG & CANTON. JARDINE, MATHESON & Co., LTD., CANTON. [21

PRINCE LINE
IMPROVED SERVICE
BY
FAST MOTOR VESSELS
TO
BOSTON
AND
NEW YORK

M.V. "CHINESE PRINCE" ... ... 8th June, 1927.

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Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnaprince. King's Building. [19

HOLLAND EAST ASIA LINE of the United Netherlands Navigation Company.
Regular Fourweekly Service between
Japan, Vladivostock, China, Hong Kong, Manila, Singapore and
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

SAILINGS FOR EUROPE:

s.s. "OLDEKERK"	13th June, 1927
s.s. "GEMMA"	10th July, 1927
s.s. "ZOSMA"	7th Aug., 1927

ARRIVALS FROM EUROPE:

s.s. "GEMMA"	2nd June, 1927
s.s. "ZOSMA"	27th June, 1927
s.s. "OOSTKERK"	25th July, 1927

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—
JAVA-CHINA-JAPAN LYN, Agents.
Telephone: Central No. 1574. York Building [11

Shipping News
Arrivals and Departures, etc.

ARRIVALS.

May 29th.

Chang Tai, Chinese str., 1,115 tons, Capt. W. Sale, from Bangkok and Hoihow, with rice and meal, lying at buoy No. C44.—Kin Cheong Lee.

China Arrow, American str., 5,228 tons, Capt. C. A. Richmond, from San Francisco and Haiphong, lying at Lai Chi Kok.—Standard Oil Co.

Ginsen Maru, Japanese str., 2,590 tons, Capt. T. Kumamoto, from Karatsu, with a cargo of coal, lying at buoy No. B55.—Mitsubishi Co.

Lompoc, British str., 4,513 tons, Capt. J. A. Prowse, from San Pedro and Shanghai, with 6,760 tons of fuel oil, lying at North Point.—A.P.C.

Minghao, Chinese str., 1,093 tons, Capt. A. Leisberg, from Bangkok and Hoihow, with rice and general cargo, lying at buoy No. C42.—Kwang Nguan Seng.

Nitto Maru, Japanese str., 1,285 tons, Capt. H. Kanegae, from Dairen and Shanghai, with cement, beans and general cargo, amounting to 400 tons, lying at buoy No. C46.—O.S.K.

Samarang Maru, Japanese str., 2,500 tons, Capt. Y.k Yawasaki, from Karatsu, with cement and general cargo, lying at buoy No. A25—Nanyo Yusen Kaisha.

Sungshan Maru, Japanese str., 1,503 tons, Capt. G. Kawamura, from Canton, with a general cargo, lying at buoy No. C19.—N.Y.K.

Sunkong, Chinese str., 322 tons, Capt. Lai Kwong, from Kwnag Chow Wan, with a general cargo, lying at buoy No. C37.—Man Yick S.S. Co.

Tean, Brtish str., 1,351 tons, Capt. E. H. Histed, fromk Haiphong and Hoihow, with a general cargo, lying at buoy No. C41.—B. & S.

May 30th.

Aeneas, British str., 6,256 tons, Capt. W. K. Wallace, from Taku Bar and Shanghai, with a general cargo, lying at buoy No. A1.—B. & B.

Cheong Shing, British str., 1,256 tons, Capt. T. Croft, from Shanghai and Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Chicago Maru, Japanese str., 3,640 tons, Capt. K. Ishimaru, from Moji, which port she left on May 25th, with 384 tons of general cargo, lying at Kowloon Wharf.—O.S.K.

Cremer, Dutch str., 2,720 tons, Capt. H. G. Blits, from Singapore, which port she left on May 25th, with a general cargo, lying at buoy No. A6.—J.C.J.L.

Empress of Canada, British str., 12,811 tons, Capt. A. J. Hailey, R.N.R., from Manila, which port she left on May 28th, with 340 tons of hemp and mangoes, lying at Kowloon Wharf.—C.P.R.

Fulda, German motor ship, 9,492 tons, Capt. R. Arndt, from Bremen, which port she left on April 10th, with a general cargo, lying at Kowloon Wharf. Melchers & Co.

Sunning, British str., 1,570 tons, Capt. J. Tinson, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.

Tai Sze Ma, Chinese str., 402 tons, Capt. Lo Yat Sun, from Kwang Chow Wan, with a general cargo, lying at buoy No. B21.—Wing Heung Co.

Tamba Maru, Japanese str., 3,550 tons, Capt. C. Hideshima, from Bombay *via* Singapore, the latter port she left on May 24th, with a general cargo, lying at buoy No. A5.—N.Y.K.

Tonjer, Norwegian str., 1,949 tons, Capt. H. Rasmussen, from Chinwingtao, with a cargo of coal, lying at Lai Chi Kok.—Dodwell & Co.

CLEARANCES.

May 30th.

Aeneas, for Singapore.
Agepenor, for Shanghai.
Benvorlich, for Miike.
Chicago Maru, for Singapore.
China Arrow, for San Francisco.
Cheong Shing, for Haiphong.
Capsa, for Tarakan.
Fulda, for Shanghai.
Hakozaki Maru, for Shanghai.
Hellas, for Swatow.
Hin Sang, for Sandakan.
Hydrangea, for Kwang Chow Wan.
Moji Maru, for Singapore.
Nitto Maru, for Pratas Island.
Crisfield, for Manila.
President Pierce, for Manila.
Sungshan Maru, for Swatow.
Sunkong, for Kwang Chow Wan.
Sunning, for Amoy.
Taiyo Maru, for Shanghai.
Tamba Maru, for Shanghai.
Tjisaroea, for Shanghai.
Trebartha, for Shanghai.

PASSENGERS.

ARRIVALS.

Per *Empress of Canada*, from Manila, on May 30th, for Hong Kong:—Dr. C. H. Burton, Mr. and Mrs. J. Castro, Mrs. R. F. Cuyugan and infant, Dr. and Mrs. C. G. Ghezzi, Miss J. Ghezzi and Master J. Ghezzi, Miss S. I. Hart, Mr. C. S. Harvey, Miss L. C. Le Claire, Mr. and Mrs. W. M. Lewis, Mrs. P. A. Meyer, Mr. G. M. Mueller, Mr. and Mrs. V. Reyes, Miss V. Reyes and Mrs. J. J. Reyes, Mr. W. C. Taylor, Mr. A. H. Tait, Mr. O. S. Bee, Mrs. Inez Carr, Miss I. M. Carvalho, Mrs. E. R. Finn, Miss P. K. Hall, Mrs. E. Heffley, Mr. F. A. Henson, Mr. Y. Izutsu, Mr. O. Koyama, Mrs. M. de Lesche, Misses M. and Grace de Lesche, Mr. N. L. Neri, Mr. Roque T. Olivera, Mr. B. T. Olivera, Mr. and Mrs. M. Vaugh, Misses B. E. and M. Vaugh, Mrs. J. G. Williams, and Mrs. W. F. Wolf. Through passengers:—Dr. Evan Jones, Mr. C. Kobitzsch, Mrs. I. Beck, Mrs. M. Ott, Mr. and Mrs. Gregorio Borromeo, Mr. J. F. Comins, Miss G. A. Comins and Master F. M. Comins, Mr. and Mrs. H. R. Cooper, Misses M. and B. Cooper, Mr. and Mrs. F. Santo T. Cortes, Miss Cortes, Mr. and Mrs. B. Halden Duncan, Mr. R. Fairnie, Capt. N. C. Gude, Mrs. C. M. Hall, Mr. G. McCarty, Mr. N. J. MacLeod, Mrs. M. J. Ossorio, Mrs. J. Akos, Mr. and Mrs. Chas. T. Boyce, Miss L. Boyce, Master T. Boyce, Misses H. and B. Boyce, Mrs. J. E. Brewster, Miss Barbara Brewster, Mrs. E. E. Burgess, Master M. Burgess, Mrs. F. E. Chester, Mrs. E. H. Firth, Mrs. C. W. Hamill, Mrs. D. L. Jones, Mrs. M. Lapin, Mrs. B. O. Matthews, Mrs. S. S. Novak, Mrs. J. J. O'Bonnell, Mrs. Leo L. Pace, Master R. B. Pace, Mrs. D. P. Platt, Misses Joan and Louise Platt, Mrs. M. Ruhle, Miss B. Starck, Lieut. and Mrs. F. C. McConnell, Mr. L. R. Aquinaldo, Mr. Chas. B. Brooks, Mr. V. A. Christobal, Dr. J. Eads How, Capt. and Mrs. S. T. Polk, Master Sam Polk, and Dr. F. Solis.

DEPARTURES.

European passengers per s.s. *Hakozaki Maru*, for Japan *viâ* Shanghai, on Mya 30th:—Mr. E. G. Webster, Mr. William Hugh Young, Mr. J. A. S. Christie, Mr. A. D. Oldfield, Mrs. F. M. Bethell, Mr. and Mrs. S. Salve, Master Salve, Mr. T. Mutoh, Mr. H. Baninger, Mr. H. Ingwisen, Mr. J. K. Selden, Mrs. G. Arab.

DOLLAR STEAMSHIP LINE
AND
AMERICAN MAIL LINE
(ADMIRAL ORIENTAL LINE)
JOINT TRANS-PACIFIC SERVICE
A Regular Weekly Sailing
TO SAN FRANCISCO OR SEATTLE.
THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI KOBE AND YOKOHAMA.
"THE SUNSHINE BELT"

PRESIDENT PIERCE	Tuesday, June 7th
PRESIDENT TAFT	Tuesday, June 21st
PRESIDENT JEFFERSON	Tuesday, July 5th
PRESIDENT GRANT	Tuesday, July 19th
PRESIDENT MADISON	Tuesday, Aug. 2nd

Thereafter Fortnightly Sailings on Tuesdays.

HONG KONG TO EUROPE
SPECIAL LOW RATES
Via San Francisco or Seattle
£120 £112
DIRECT CONNECTIONS WITH ALL ATLANTIC LINES
Choice of railway line across United States and Canada, with liberal stop-over privileges for Sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
June 1	Seattle	Leviathan	July 2	C'brg-S'hmptn July 8
June 7	San Francisco	Olympic	July 9	C'brg-S'hmptn July 15
June 15	Seattle	Geo. Washington	July 13	P'mth-C'brg July 21
June 21	San Francisco	Homeric	July 23	C'brg-S'hmptn July 29
June 29	Seattle	Leviathan	Aug. 1	P'mth-C'brg Aug. 7
July 5	San Francisco	Majestic	Aug. 6	C'brg-S'hmptn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	C'brg-S'hmptn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth-C'brg Aug. 25
July 27	Seattle	Aquitania	Aug. 24	C'brg-S'hmptn Aug. 30
Aug. 2	San Francisco	Majestic	Sept. 3	C'brg-S'hmptn Sept. 9
Aug. 10	Seattle	Mauretania	Sept. 6	P'mth-C'brg Sept. 12
Aug. 16	San Francisco	Olympic	Sept. 17	C'brg-S'hmptn Sept. 23

TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.
"THE FAST SHORT ROUTE"

PRESIDENT MADISON	Wednesday, June 1st, 8 a.m.
PRESIDENT JACKSON	Wednesday, June 15th
PRESIDENT McKINLEY	Wednesday, June 29th
PRESIDENT LINCOLN	Wednesday, July 13th
PRESIDENT CLEVELAND	Wednesday, July 27th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.
VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES
Thence to BOSTON and NEW YORK.

PRESIDENT MONROE	Tuesday,	June 7th,	8.00 a.m.
PRESIDENT WILSON	Tuesday,	June 21st,	6.00 a.m.
PRESIDENT VAN BUREN	Tuesday,	July 5th,	8.00 a.m.
PRESIDENT HAYES	Tuesday,	July 19th,	6.00 a.m.
PRESIDENT POLK	Tuesday,	Aug. 2nd,	8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT MONROE	June	7th,	8.00 a.m.
PRESIDENT JACKSON	June	7th,	6.00 p.m.
PRESIDENT TAFT	June	13th,	6.00 p.m.
PRESIDENT WILSON	June	21st,	6.00 a.m.
PRESIDENT McKINLEY	June	21st,	6.00 p.m.

For Passenger and Freight Rates apply to
ROBERT DOLLAR CO.
GENERAL AGENTS.
HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).
Telephones: Central 2477, 2478 & 795.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS.

SWATOW & SHANGHAI	"YUSANG"	Tuesday,	31st May, at 10 a.m.
HAIPHONG	"CHEONGSHING"	Tuesday,	31st May, at 10 a.m.
CANTON	"WAISHING"	Wednesday,	1st June, at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"MINGSANG"	Wednesday,	1st June, at 10 a.m.
KOBE via AMOY & MOJI	"KUTSANG"	Thursday,	2nd June, at 7 a.m.
CANTON	"YATSHING"	Thursday,	2nd June, at 7 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Saturday,	4th June, at 3 p.m.
OSAKA via AMOY, MOJI & KOBE	"SUISANG"	Sunday,	5th June, at 7 a.m.
TIENTSIN via SWATOW & SHANGHAI	"WAISHING"	Sunday,	5th June, at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wednesday,	8th June at 10 a.m.
SANDAKAN	"MAUSANG"	Friday,	10th June, at 3 p.m.
TIENTSIN	"CHIPSHING"	Sunday,	12th June, at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Sunday,	12th June, at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Wednesday,	15th June, at 7 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Wednesday,	15th June, at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG"	Sunday,	19th June, at 7 a.m.

For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215. [8

GLEN LINE.
FARE: HONG KONG TO LONDON £82.
LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENBEG"	(via Oran)	Noon,	2nd June.
Steamship "CARNARVONSHIRE"	(via Oran)		2nd July.
Steamship "PEMBROKESHIRE"	(via Oran)		27th July.
Motor Vessel "GLENOGLE"			24th August.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

	Due Hong Kong.
Steamship "PEMBROKESHIRE"	11th June.
Steamship "GLENIFFER"	23rd June.
Motor Vessel "GLENOGLE"	7th July.
Motor Vessel "GLENAMOY"	26th July.
Motor Vessel "GLENGARRY"	4th August

For Freight, Passage and further Particulars, apply to:
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AGENTS: THE GLEN LINE, LTD.
[7

DODWELL & CO., LTD.
NEW YORK BERTH.
FOR NEW YORK AND BOSTON VIA SUEZ.
S.S. "CORBY CASTLE" ... ... sails on or about 19th June

LLOYD TRIESTINO.
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES

BRINDISI, VENICE & TRIESTE	£72. 10s. 0d.
LONDON	£80. 0s. 0d.

NEXT SAILINGS.
OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

	From Hong Kong.
M.V. "VIMINALE"	Sails on or about 23rd June
M.V. "REMO"	Sails on or about 21st July

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

	From Hong Kong.
S.S. "VENEZIA"	Sails on or about 9th June
M.V. "ROMOLO"	Sails on or about 28th June
M.V. "VIMINALE"	Sails on or about 26th July

NATAL LINE OF STEAMERS
FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	Sails from Calcutta 3rd June
S.S. "UMVOLOSI"	Sails from Calcutta 30th June

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—
DODWELL & CO., LIMITED.
Telephone: Central 1030. Agents.
[17

DOUGLAS STEAMSHIP CO., LIMITED.
HONG KONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.
FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAINING	Tuesday,	the 31st May,	at 2 p.m.
*HAIHONG	Saturday,	the 4th June,	at 1 p.m.
HAICHING	Tuesday,	the 7th June,	at 1 p.m.

* Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $80.00 including Meals while the Steamer is in Port.
For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO., General Managers.
[7

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.

TO VICTORIA AND VANCOUVER

SAILINGS 1927.

Steamers.	H. Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPRESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPRESS OF ASIA	July 13	July 16	July 19	July 22	July 31
EMPRESS OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPRESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept 11
EMPRESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPRESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPRESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

CONNECTING SAILINGS TO EUROPEAN PORTS.

MONTROSE	June	24	E/AUSTRALIA	Aug.	31
MONTCLARE	July	16	MONTROSE	Sept.	16
MINNEDOSA	Aug.	5	MONTCALM	Nov.	18

Frequent Sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

SPECIAL FARES TO EUROPE
£120 £112 £83

HONGKONG—MANILA SERVICE

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
June 7	June 9	EMPRESS OF RUSSIA	June 18	June 20
June 28	June 30	EMPRESS OF ASIA	July 9	July 11

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "CACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." [15

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU ... ... Tuesday, 31st May, at Noon
TENYO MARU ... ... Monday, 13th June, at Noon
*KOREA MARU ... ... Tuesday, 28th June, at 10 a.m.
*Calls Keelung & Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.
HAKONE MARU ... ... Saturday, 4th June, at 11 a.m.
SUWA MARU ... ... Saturday, 18th June, at 11 a.m.
FUSHIMI MARU ... ... Saturday, 2nd July

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... ... Wednesday, 22nd June, at 11 a.m.
AKI MARU ... ... Wednesday, 20th July

BOMBAY via Singapore, Penang & Colombo.
SADO MARU ... ... Saturday, 11th June

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOKUYO MARU ... ... Wednesday, 8th June, at Noon

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

NEW YORK and/or BOSTON via PANAMA.
ASUKA MARU ... ... Monday, 13th June
TAKAOKA MARU ... ... Wednesday, 29th June

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU ... ... Thursday, 16th June

CALCUTTA via Singapore, Penang & Rangoon.
TOKUSHIMA MARU ... ... Wednesday, 8th June

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... ... Friday, 17th June

SHANGHAI, KOBE & YOKOHAMA.

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "AFRIKA"
will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS
On or about 21st of June.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Malaya" ...	12th June	—
M.S. "Danmark" ...	6th July	—
M.S. "Java"	2nd August	—
M.S. "Asia" ...	5th September	—
M.S. "Afrika"	5th October	—

Subject to change without notice.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
41] Agents.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS NORMAL; THROUGH CARGOES HEAVY.

JAPANESE VESSELS BEST CONTRIBUTORS.

The returns for the 24 hours ended at 9 a.m. yesterday showed a normal entry of general cargo for this port. Through freights, however, were exceptionally heavy. Japanese vessels contributed about 50 per cent. of the merchandise both for the Colony and other ports.

Out of 19 vessels arriving here, sixteen steamers discharged cargoes into the Colony. The total amount of general merchandise imported was 11,614 tons. Coal, which was brought by two vessels amounted to 7,199 tons; thus making the total of freights entered to 18,813 tons.

Of the general cargo, four British vessels contributed 2,437 tons. The two best returns were 2,289 tons discharged by s.s. *President Pierce*, from Seattle and Shanghai. The s.s. *Tean* (British) coming second with 2,034 tons.

Rice.

In addition to the above there was also a shipment of 14,486 bags of rice discharged for local consumption by the s.s. *Tai Sze Ma*, from Bangkok.

Through Cargoes.

Freights for ports beyond, although manifested on only 11 ships, were exceptionally heavy there being no less than 31,332 tons carried to other ports beyond Hong Kong. British steamers, however, were responsible for about 20 per cent. of the total freights, as there were only 6,177 tons carried on four British bottoms.

The two best returns were 7,750 tons and 6,066 tons. These were both registered by Japanese steamers. The s.s. *Hakozaki Maru*, from Middlesborough and Singapore, was responsible for the first lot, and the *Tamba Maru*, from Bombay and Singapore, for the second. Among the British carriers, the s.s. *Aeneas* from Taku Bar and Shanghai, was the best contributor with 4,360 tons.

Arrivals And Departures.

During the period under review there were 19 arrivals and 6 departures. The nationalities were: British, 6 arrivals and 3 departures; American, 1 arrival; Japanese, 8 arrivals and 2 departures; Chinese, 4 arrivals and 1 departure.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia* arrived at Yokohama yesterday and left same afternoon. She is due at Hong Kong on June 6th.

The R.M.S. *Empress of Asia*, which left Hong Kong on May 11th, arrived at Vancouver on May 20th.

DAILY WATERFRONT NEWS.

MORE EXPLOSIVES FOR HONG KONG.

AND MISCELLANEOUS CHEMICALS.

[BY LONGSHOREMAN.]

The "Hakozaki Maru."

With a full passengers' list the N.Y.K. liner *Hakozaki Maru* arrived into port on Sunday and left yesterday for Japan *viâ* Shanghai with about 50 saloon passengers.

Chinese Deck Passengers.

There were a total of 903 Chinese deck passengers entering the Colony by eight steamers during the 24 hours ended at 9 a.m. yesterday.

Dangerous Goods.

The s.s. *Benvorlich*, from Leith and Singapore, came into the harbour yesterday, and discharged 1,000 tons explosives for the Government.

Other dangerous goods manifested were:—By the s.s. *Hakozaki Maru*, from Middlesborough and Singapore, 4 cases cartridges for Kobe. By the s.s. *Meiji Maru*, from Nagoya and Moji, 44 casks chlorate of potash, 4 cases amos phosphorous, 220 cases hydrochloric acid and 110 cases sulphuric acid.

Sickness And Death At Sea.

The death occurred from consumption on board the s.s. *Tamba Maru*, on May 25th while on a voyage from Singapore to here, of Mr. Yoshida, aged 38 years. He was buried at sea on the following day.

One case of measles was reported on board the s.s. *Hakozaki Maru*, from Middlesborough and Singapore. The patient was a second class passenger.

New Straits Steamers.

Brief reference was made last week to the arrival at Singapore of the Straits Steamship Company's new steamer *Lipis*. The vessel is commanded by Capt. G. W. Allan, and is of 843 tons gross, and 460 tons net, and carries a crew of 28.

Built by the Scott Shipbuilding and Engineering Company, Ltd., Greenock, and registered in Singapore, to the British Corporation's highest class, she has a length of 222 ft. overall, with a beam of 35 ft. 6 ins. and moulded depth of 12 ft. 6 ins. When undergoing her trials on March 24th the *Lipis* attained a speed of 10.8 knots. The engines are of the triple expansion type, with cylinders of 13½ ins. and 21½ ins. diameter, and a stroke of 34 ins. by 21 ins.

The cargo gear on deck is of the latest pattern, and she is fitted with six cranes, which can lift to a maximum of fifteen tons. Her passenger accommodation consists of four staterooms, which provide for eight first class passengers.

The *Lipis* is to be placed on the Kuantan run shortly—Singapore, Pontian, Rompin Bebar, Kuala Pahang, Kuantan.

Her sister-ship, the *Larut*, built by Hall Russell & Co., Ltd., Aberdeen, was due to arrive at Singapore yesterday.

"Empress Of Canada."

The R.M.S. *Empress of Canada* arrived in port yesterday from Manila. Judging by the number of through passengers on board the liner, and the heavy bookings from Hong Kong, she will be a full ship when she leaves here for Vancouver, *viâ* ports to-morrow at noon. Bookings will not be completed until to-day, and complete details are not available. Arriving here yesterday the liner had on board 24 saloon passengers for Hong Kong, 21 second-class passengers, and 313 Filipino passengers. Through passengers number 25 saloon, 37 second-class, 16 third-class and 177 Filipinos.

"Jade" Sold And Does Trial Runs.

The s.s. *Jade*, owned by the Shun Cheong S.S. Co., of Hong Kong, has been sold to Manila interests. The *Jade* is a well known local steamer, of 567 tons gross, and 386 tons net. She has been sold for $90,000.

Particulars of the vessel are:—Single screw steamer, built by the Hong Kong & Whampoa Dock Co., Ltd. in 1913; length 158 feet; breadth 27.3 feet; depth 17.2 feet.

Captain Maternatie is in command of the *Jade*. Trial runs were undertaken by the new owners yesterday and proved satisfactory.

The Shun Cheong Co. are considering the placing of another vessel on the Hong Kong-Pakhoi-Hoihow run, possibly the s.s. *Fook Hong*.

VESSELS EXPECTED.

Antenor (Blue Funnel), due July 20th.
Arafura (E. & A.), due July 4th.
Asiatic Prince (Prince Line), due July 2nd.
Benares (Swedish East Asiatic), due June 28th.
Chinese Prince (Prince Line), due June 6th.
Deucalion (Blue Funnel), due June 25th.
Empress of Russia (C.P.R.), due June 6th.
Fulda (Melchers), due to-day.
Hebenus (Blue Funnel), due June 23rd.
Ludwigshafen (N.D.L.), due June 2nd.
Lycia (Blue Funnel), due July 3rd.
Kalyan (P. & O.), due June 15th.
Kashgar (P. & O.), due July 7th.
Khyber (P. & O.), due August 4th.
Macedonia (P. & O.), due June 23rd.
Machaon (Blue Funnel), due June 10th.
Malwa (P. & O.), due September 15th.
Morea (P. & O.), due August 18th.
Navara (P. & O.), due June 29th.
Orestes (Blue Funnel), due June 5th.
Patroclus (Blue Funnel), due June 22nd.
Perseus (Blue Funnel), due July 7th.
President Jackson (D.S. & A.M.L.), due June 6th.
President Monroe (D.S. & A.M.L.), due June 6th.
Pyrrhus (Blue Funnel), due June 19th.
Ramses (Hamburg-Amerika Linie), due to-morrow.
St. Albans (E. & A.), due June 6th.
Talamba (B.I. & Apcar), due June 7th.
Talma (B.I. & Apcar), due June 8th.
Tunda (E. & A.), due to-morrow, daylight.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF PEKIN" ... Marseilles, Havre, London & Hamburg ... 5th June
S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 13th July
S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 13th Aug.

AUSTRALIA ..... AUSTRAL-EAST INDIES LINE
Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and *vice versa*.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE
S.S. "CITY OF KOBE" ... via Suez Canal ... ... 13th June
S.S. "CITY OF CHESTER" ... ... via Suez Canal ... ... 17th July
S.S. "CITY OF BEDFORD" ... ... via Suez Canal ... ... 14th August

ALSO AGENTS FOR
ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK ..... AMERICAN & ORIENTAL LINE
S.S. "COMERIC" ... ... via Suez Canal ... ... 25th July.

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... ... From Hong Kong ... ... 25th July.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to:—
Telephone: Central 4791.
23] THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"KASHMIR"	8,985	11th June	Marseilles, London and Antwerp.
"MIRZAPORE"	6,715	18th June	Marseilles and London.
"MANTUA"	10,946	25th June	Marseilles and London.
"KHIVA"	9,135	9th July	Marseilles, London and Antwerp.
"KALYAN"	9,144	16th July	Marseilles, London and Antwerp
"MACEDONIA"	11,120	23rd July	Marseilles and London.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	16,619	20th Aug.	Marseilles and London.
"KHYBER"	9,114	3rd Sept.	Marseilles, London, & Antwerp

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TALAMBA"	8,018	9th June	Singapore, Penang and Calcutta

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,056	3rd June, 11 a.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	1st July	
"ARAFURA"	6,000	29th July	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Moji, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Autsralia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ST. ALBANS"	4,500	7th June	Moji, Kobe, Osaka & Yokohama.
"TALMA"	10,000	10th June	Amoy, Moji, Kobe and Osaka.
"KALYAN"	9,144	16th June	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	24th June	S'hai, Moji, Kobe and Yokohama.
*"NOVARA"	6,989	29th June	S'hai., Moji, Kobe & Yokohama.
"ARAFURA"	6,000	5th July	Moji, Kobe Osaka & Yokohoma.
"KASHGAR"	9,005	8th July	S'hai., Moji, Kobe and Yokohama.
"RAWALPINDI"	16,619	22nd July	Shanghai, Kobe and Yokohama.
"KHYBER"	9,114	5th Aug.	S'hai., Moji, Kobe & Yokohama.
"MOREA"	10,953	19th Aug.	do.
"KHIVA"	9,135	2nd Sept.	do.
"MALWA"	10,986	16th Sept.	do.
"KALYAN"	9,144	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct	do.

* Will not take passengers northwards.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

	Loading about
m.v. "JAPAN"	12th June, 1927
m.v. "BENARES"	31st July, 1927

FOR SHANGHAI AND JAPAN PORTS.

	Loading about
m.v. "BENARES"	29th June,
m.v. "NANKING"	14th July,

For further particulars, apply to the Agents—
2] GILMAN & CO., LTD., Hong Kong. G. E. HUYGEN, Canton.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Straits —	*Kaisang*	31st May
Japan...	*Panda*	1st June
Shanghai & Europe via Siberia	*Glenogy*	1st June
Shanghai	*Lenan*	1st June
Shanghai	*Shantung*	2nd June
Manila	*Genoa*	4th June
Europe via Negapatam (letters and papers, London, 5th May)	*Satsang* ...	6th June
Canada, U.S.A., Japan & Shanghai ...	*Emp. of Russia*	6th June
U.S.A., Honolulu, Japan & Shanghai ...	*Pres. Monroe* ...	9th June
U.S.A., Honolulu, Japan & Shanghai	*Pres. Jackson*	10th June
Japan and Shanghai — ...	*Rashmir* ...	

OUTWARD MAILS.

For	Per	Date
Haiphong	*Cheong Shing* ...	Tuesday, 31st, 5.30 A.M. Kowloon P.O. 9.00 A.M. Reg. 9.00 A.M. Letters 10.30 A.M. G.P.O.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 2nd July	*Arnhem*	Reg. 9.45 A.M. Letters 10.30 A.M.
Shanghai, Japan, Honolulu & *San Francisco—due San Francisco, 27th June, and EUROPE via Siberia	*Taigo Maru* ...	10.00 A.M.
Saigon	*Bourbon*	12.30 P.M.
Swatow, Amoy and Foochow	*Kiangsu*	1.00 P.M.
Saigon	*Provincial*	2.30 P.M.
Shanghai, *Japan & *Victoria, B.C.—due Victoria, B.C., 20th June	*Pres. Madison* ...	Parcels 3.00 P.M. Reg. 4.15 P.M. Letters 5.00 P.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America via Vancouver, B.C.—due Vancouver, B.C., 19th June, & *EUROPE via Siberia ...	*Emp. of Canada*	Parcels 5.00 P.M. Wednesday, 1st, Reg. 9.15 A.M. Letters 10.00 A.M.
Swatow	*Mongsang* ...	—JUNE— Wednesday, 1st, 8.30 A.M.
Manila	*West Himrod* ...	11.30 A.M.
Amoy	*Kut Sang* ...	5.00 P.M.
Shanghai & Japan	*Ramses* ...	5.00 P.M.
Swatow, Amoy & Formosa	*Kotsu Maru* ...	Thursday, 2nd, 8.30 A.M.
Straits	*Glenbeg* ...	10.30 A.M.
Java via Batavia	*Tykarang* ...	11.30 A.M.
Manila, Sandakan, Australia & New Zealand via Thursday Island—due Thursday Island, 18th June	*Tanda*	Parcels 5.00 P.M. Reg. 3rd, 8.45 A.M. Letters 9.30 A.M.
Hoihow, Pakhoi and Haiphong	*Tean*	Friday, 3rd, 8.30 A.M.
Swatow, Amoy and Foochow	*Hai Hong* ...	Saturday, 4th, 9.00 A.M.
Straits and Calcutta	*Fook Sang* ...	Parcels 9.00 A.M. Letters 9.00 A.M.
Shanghai & EUROPE via Siberia ...	*Shantung* ...	9.00 A.M.
Amoy	*Chinhua* ...	9.00 A.M.
Swatow and Bangkok	*Kaifan* ...	Sunday, 5th, 5.30 A.M.
Swatow, Amoy and Formosa	*Hsian Maru* ...	9.0 A.M.
Wei Hai Wei	*Huichow* ...	Monday, 6th, 9.00 A.M.
Amoy	*Soochow* ...	9.00 A.M.
Swatow, Amoy and Foochow	*Hai Chang* ...	Tuesday, 7th, Noon
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 7th July	*D'Artagnan* ...	Reg. 1.45 P.M. Letters 2.30 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"AENEAS"	31st May	Mars., L'don., R'dam. & Glasgow.
"AUTOLYCUS"	6th June	L'don., Hull, R'dam. & H'burg.
*"DIOMED"	14th June	Mars., L'don., R'dam., H'burg. & Hull.
"SARPEDON"	29th June	Mars., L'don., R'dam. & Glasgow.

*Calls at Casablanca.

LIVERPOOL SERVICE.

"THESUS"	20th June	Genoa, Havre, Liverpool & Glasgow.
"OANFA"	15th July	Genoa, Havre, Liverpool & Glasgow.
"ANTILOCHUS"	15th Aug.	Genoa, Havre Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

"TALTHYBIUS"	9th June	Victoria, Vancouver & Seattle.
"ACHILLES"	2nd July	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"ELPENOR"	5th June	New York, Boston & Baltimore.
"AGAPENOR"	3rd July	New York, Boston & Baltimore.

PASSENGER SERVICE

"AENEAS"	31st May	Singapore, Marseilles & London.
"SARPEDON"	29th June	Singapore, Marseilles & London.
"PATROCLUS"	27th July	Singapore, Marseilles & London.
"ANTENOR"	24th Aug.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire.
Agents.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $20,000,000
Reserve Funds:—
Sterling..... £6,000,000
Silver $13,500,000
Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
Hon. Mr. D. G. M. BERNARD, Chairman.
A. H. COMPTON, Esq.,
Deputy Chairman.
W. H. Bell, Esq. W. L. Pattenden, Esq.
N. S. Brown, Esq. T. G. Weall, Esq.
A. Macgowan, Esq. H. P. White, Esq.
Acting Chief Manager:
Hon. Mr. A. C. HYNES.

BRANCHES:—

Amoy	Hongkew	Peking
Bangkok	Hoilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons,	Sourabaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Moukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 25th May, 1927. [26

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Acting Chief Manager.
Hong Kong, 9th March, 1927. [2

EQUITABLE EASTERN BANKING CORPORATION. AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, WALL STREET, NEW YORK.

BRANCHES:
SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
LONDON AND PARIS AGENTS:
EQUITABLE TRUST CO., OF N.Y.
38] D. M. BIGGAR, Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000- (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000- (£6,666,670.)
Reserve Fund.....Guilders 21,117,340- (£1,759,778.)
Special Reserve.....Guilders 22,660,000- (£1,888,330.)

Head Office:—AMSTERDAM.
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djeddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Pedang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Siboega (Sumatra), Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Welevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world Banking Business of every description transacted.
O. STEENSTRA, Manager.
34]

THE BANK OF CHINA.
行業銀中

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
AUTHORIZED CAPITAL....$60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,864,398.69
Head Office:—PEKING.
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
TSUYEE PEI, Manager.
Hong Kong, January 18th, 1926. [39

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest...£1,545,667

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis (Mauritius)
Bombay	Kota Bharu	Rangoon
Calcutta	Kuala Lumpur	Shanghai
Colombo	Kuantan (Pahang)	Simla
Delhi	Madras	Singapore
Galle	New York	Sourabaya
Hong Kong		
Howrah		

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hong Kong, 19th April, 1927. [29

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) .....Yen 100,000,000
Reserve Fund... ... Yen 92,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Sourabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen (Dalny)	Manila	Singapore
Fengtien (Mukden)	Nagasaki	Shimonoseki
Hamburg	Nagoya	Sydney
Hankow	Newchwang	Tientsin
Harbin	Osaka	Tokyo
Hong Kong	New York	Tsinanfu
	Peking	Tsingtao
	Rio de Janeiro	
	Vladivostock (Temporarily closed)	

Interest allowed on Current Accounts Deposits received for Fixed Periods a rates to be obtained on application.
H. MORI, Manager.
Hong Kong, 11th March, 1927 [35

BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.72,000,000.00
Paid-up Capital ...Frs.68,400,000.00
Reserve Fund Frs.89,384,519.10

BRANCHES:

Bangkok	Hanoi	Pondicherry
Battambang	Hong Kong	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Tientsin
Fort Bayard	Papeete	Tourane
Haiphong	Peking	Yunnanfou
Hankow	Pnom-Penh	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
CH. LEM, Manager.
Hong Kong, 26th February, 1927. [32

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONG KONG.
No. 10, DES VŒUX ROAD CENTRAL, HONG KONG.

AUTHORIZED CAPITAL ... $10,000,000
PAID-UP CAPITAL... 5,000,000
RESERVE... 1,200,000

BRANCHES AND AGENCIES:—

Batavia	Melbourne	San Francisco
Bombay	Nagasaki	Seattle
Calcutta	New York	Semarang
Canton	Osaka	Singapore
Haiphong	Paris	Sourabaya
Honolulu	Peking	Sydney
Kobe	Penang	Taipeh
Kowloon	Rangoon	Tientsin
London	Saigon	Tokyo
Manila	Shanghai	

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
SAFE DEPOSIT BOXES TO LET.
KAN TONG-PO, Chief Manager.
Hong Kong, 21st March, 1927

THE BANK OF TAIWAN, LTD.
(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) ....Yen 39,375,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
CHINA:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:
THE LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.
T. TAKAGI, Manager,
HONG KONG BRANCH,
8, Des Vœux Road, Central
Hong Kong, 11th May, 1926. [27

THE BANK OF CANTON, LTD.
Established 1912.

HEAD OFFICE: HONG KONG.

Hong Kong Currency
AUTHORIZED CAPITAL.....$11,000,000
PAID-UP CAPITAL 8,864,200
RESERVE FUND 850,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.
Correspondents
In all Principal Cities of the World.
Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.
LOOK POON SHAN, Chief Manager.
37]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES

ALOR STAR (Malay States)	IPOH	RANGOON
AMRITSAR	KARACHI	SAIGON
BANGKOK	KLANG	SEREMBAN
BATAVIA	KOBE	SHANGHAI
BOMBAY	KUALA KANGSAR	SINGAPORE
CALCUTTA	KUALA LUMPUR	SOURABAYA
CANTON	KUCHING	TAIPING (F.M.S.)
CAWNPORE	MADRAS	TAVOY
CEBU	MANILA	TIENTSIN
COLOMBO	MEDAN	TOKYO
DELHI	NEW YORK	TSINGTAO
HAIPHONG	PEKING	YOKOHAMA
HAMBURG	PENANG	ZAMBOANGA (Philippine Islands).
HANKOW	PESHAWAR	
HONG KONG	PUKET	
ILOILO		

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
J. R. GEORGE, Manager.
Hong Kong, 7th March, 1927. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up ... Frs. 40,000,000
Special Working Capital Frs. 50,000,000
Reserves ... ... Frs. 13,276,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Pnom Penh	Peking	Tientsin
Shanghai	Hong Kong	

BANKERS:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.
Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN, Manager.
Hong Kong, 21st April, 1927.

EVER SINCE

1878

"Three Castles" Cigarettes have been manufactured to the same unvarying HIGH-QUALITY STANDARD. It is the oldest brand on the market. Furthermore "Three Castles" tobacco was famous long before cigarettes were smoked.

In his classic work, "THE VIRGINIANS" THACKERAY wrote, *"There's no sweeter Tobacco comes from Virginia & no better brand than the "Three Castles."*

Three Castles
The Doyen of the Cigarette World.

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